



Running repairs in the paddock at Silverstone International 2008



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THE EDITOR

Welcome to the July issue! You will note from the front cover that it's MG Car Club Silverstone International time and though I've started writing this early in June, by the time it is published I'll be at Silverstone for the three day event, which is branded "MG Live!" With luck, we'll take a box of TTs to hand out and save on postage

There is rather a lot to carry this year as I've volunteered (never volunteer!) to organise the drinks at the traditional Friday late afternoon 'natter'. It's surprising how heavy a couple of hundred cans of 'Old Speckled Hen' and a couple of dozen bottles of *vin rouge et vin blanc* weigh but the faithful VW Polo will take it all in its stride.

The logistics arrangements are slightly more complicated this year. The plan is to travel to Silverstone on the Thursday with the OSH etc, to help with the setting up of the event. There is method in my madness because I want to be first with the 'T' Register towels on the deckchairs, so ensuring that we have a good 'pitch' with plenty of room for regalia sales. Having "secured the bridgehead" the plan is to travel back to Keynsham and load up the Polo with lots of regalia, the tent and the cooking utensils, ready for an early start on Friday morning. However, the Polo will have a change of driver (if he gets back from India in one piece, having survived the monsoon) and I shall be able to drive the PB – something I have been unable to do for the past few years due to having to take the regalia.

Mention of Keynsham (spelt K-E-Y-N-S-H-A-M) reminds me that a couple of readers have asked if dear old Horace (Horace Batchelor) is still around. If (like me) you listened to Radio Luxembourg under the bedclothes nearly fifty years ago you can skip the next bit. If you didn't, Horace was the inventor of the 'Infra Draw' method on the football pools (*cont'd on page 4*)

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Horace brought fame to Keynsham because, not only was he a successful football pools winner in his own right, but his 'Infra Draw' method also helped many others to scoop winnings on the 'Treble Chance'. Arguably, you might have had just as much luck with a pin but such was Horace's following (over 5000 items of mail were received in Keynsham Sorting Office every day) that one of his clients was bound to win and boy, when they did, how Horace milked it for all that it was worth! K-E-Y-N-S-H-A-M was always spelt out in full in Horace's Radio Luxembourg adverts because it is actually pronounced "Cane sham". Horace, who died in 1977, certainly put Keynsham on the map – you can read all about him and the town where I live and listen to one of his Radio Luxembourg adverts at <http://www.gertlushonline.co.uk/horace-batchelor-from-keynsham.html>

Having mentioned the issue of Club membership costs in last month's editorial I thought that I would re-examine our TTT costs to see if we could achieve some economies. The scope is severely limited as the only expenditure items are for printing and postage. I have previously checked printing costs and whilst there might be scope for reduction if we were prepared to accept a lesser quality publication, I for one, would not be happy with this. Low volume is our real problem both with printing costs and the postage bill. I have however, managed to virtually halve our overseas mailing costs. This has been possible by virtue of the fact that one of my little jobs to keep me fully occupied is distributing the Riley RM magazine *RMemoranda* for the Riley RM Club. I have a commercial contract with Royal Mail to distribute the magazine as the volume justifies a contract and I can tap into it for the overseas TTT mailing. Against this background, it looks as though it might well be possible to maintain 2010 subscriptions at this year's level.

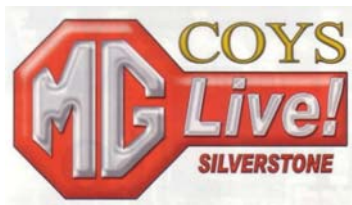
The CD of Issues 1-33, which was mentioned on page 36 of the May TTT is available and will be on sale at Silverstone. It does require you to have the Internet running in the background to work – something which has baffled my technical *guru* – but he really needs to get back to Blighty to have another look at it. In the meantime, if, like me, you have the Internet running whenever your computer is switched on "it works a treat" to quote one of our USA users. The cost is £6 plus 75p postage (UK), £1.75 (EU) and £2.50 (Rest of World). Cheques payable to "MGCC 'T' Register" please and sent to me at 85 Bath Road, Keynsham, BRISTOL BS31 1SR. You can also pay via PayPal by sending the payment to [regalia\(at\)tregister.org](mailto:regalia(at)tregister.org) (substitute @ for at).

Finally a 'plug' for our new website www.tregister.org The previous website was very good and brought us a substantial amount of regalia business, but it was proving impossible to get support for some of the website applications. A useful feature of the new site is that you can upload your own 'Spares' and 'Cars for Sale' adverts.

'T'REGISTER NEWS (Compiled by John James)

FUTURE EVENTS

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



As I type this, Silverstone '09 (or MG Live! as it is branded this year) is a future event, but by the time you read this, the event will either be in full swing (if you are attending and pick up a copy of the magazine) or it will have ended for another year (if you are not attending and receive your copy of TTT sometime towards the end of week commencing 13th July).

It will be interesting to learn of the arrangements for 2010 as 2009 is the final year of the MGCC's 3 year contract with the Circuit; I suspect we will be back next year.

'T' Party 18th July 2009

Hot on the heels of MG Live! Is our visit to Shelsley Walsh Hill Climb Circuit on Saturday 18th 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 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 bloc 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 realise that by the time most of you receive this magazine you will have but a couple of days notice, but if you intend to come along please let Brian Rainbow know (01926 612415).

Totally T-Type, July 2009 5

SCOTTISH BORDERS TOUR 17/18/19 AUGUST 2009

The tour was fully booked with 36 cars scheduled to participate, but there has just been a hotel cancellation. If you are interested in taking over this hotel booking please contact the event organisers, John and Claudette Bloomfield on 01890 882445. There is also room for up to six more cars if you are in the area, or can stay locally.



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

The tour (which is fully booked) is based at the Moorland Links Hotel, YELVERTON

www.moorlandlinkshotel.co.uk
on the southern edge of Dartmoor National Park and takes place from **Friday 11th September to**

Sunday 13th September 2009. The organisers (Geoff and Annie Matthews 01840 214972 [geoff.matthews\(at\)yahoo.co.uk](mailto:geoff.matthews(at)yahoo.co.uk)) sent out a Newsletter on 4th June to all participants and there will be another to follow (probably post-Silverstone) which will ask for menu choices.

THE PRACTICAL SKILLS WORKSHOP (PSW) 17th October 2009

When we had to cancel last year's PSW, those who had booked were understandably disappointed. The good news is that they (as long as they are MGCC members) will get first consideration for a place on this year's PSW.

We have adopted the same venue as used by the MGB Register for their Focus Days; this is at Bicester Performance Engineering Centre. Our plans have not yet been fully developed but a brief outline is as follows:

The number of places is strictly limited to 50 and these will be split into two groups of 25. There will be two sessions in the morning and two in the afternoon. One of the morning sessions will be a welding class and the other will cover maintenance of the XPAG cylinder head. The same sessions will be held in the afternoon with the participants attending the session they didn't attend in the morning.

The cost is well under half of the entry fee of last year's PSW. This is partly due to the fact that you need to bring your own food (but we should be OK for beverages).

Full details will be in the September "Safety Fast!" Newsletter and

applications will be dealt with on a strictly 'first come first served' basis, subject to the take up of reserved places for those who applied last year being met.

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 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)

You can book the hotel now – I must remember to do this!

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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Yet Another Restoration Comedy

David Lewis

Belatedly responding to a suggestion from the editor, I sit down to write this the day after my TC – mine for 43 years – acquired its first MOT certificate since 1973! I have just completed a four year restoration which included a paint job using brush and roller. I suspect it is this little eccentricity that piqued John's interest.

TC1037 and I came together in 1966. I was 21, it a year younger. At the time I was wearing better than it was. I regret to say that the position is now reversed, and comprehensively at that.

The car cost me £160, probably more than I should have paid in those days. I had, however, been used to a Morris 8. After that, the trial run in the TC seemed to offer the prospect of an alluring world of brute power and adventure. I could not resist.

I undertook an emergency semi rebuild between 1968 and 1970, during which period I got married and moved from Gloucestershire to London. The TC was our every day transport for four years at which point we started a family and I took the car off the road for (as I thought) a bit of attention. Little did I grasp the implications of parenthood and a career!

Right: A youthful David Lewis with TC1037.



Our poor old TC languished unused for some 30 years. It survived four moves of house and, deplorably, ten years hunched under a lorry tarpaulin in a Cornish field, lashed by salt wind.

By 2005, however, I was semi-retired. It felt like decision time for the TC. I decided that if I could start the engine I would take that as a portent and get

the car back on the road. My thoughts were no more developed than that. I certainly did not contemplate anything so grand as a restoration. That, however, is what it became, I'm still not sure how or when. After a bit of fiddling the engine fired up, deafeningly – the exhaust had long since rusted away. The die was cast and I launched into the process with no further thought.

(Photo below shows TC1037 in David's barn in 2005)

In case this sounds a little too independent for modern tastes, I should say that I might not have done so had it not been for my wife's enthusiasm. I could refer in conventional terms to her unflagging support but it would be more to the point to say that



she is at least as rash and nostalgic as I am! Indeed, as the later (and most expensive) stages of the restoration were reached, her refusal to compromise on standards and finish was fearsome!

Not, as I say, that I had a restoration in mind at the outset. My attitude was that I would get it on the road and then decide what to do. So I dismantled the car completely and started cleaning the various components and trying to render them serviceable.

Whereas I knew that there was no point in proceeding unless I got the chassis right and bought a new body frame, I spent a



lot of time, for example, fettling wheel cylinders which were decades beyond their "best before" date. I had the idea that the car could be made roadworthy for about £5-6000. Truly, when ignorance is bliss, 'tis folly to be wise! You won't hear me knocking self deception!

By degrees I came to terms with reality. I got Roger Furneaux to review the state of the rear axle - bad - and supply me with new components including an 8/37 crownwheel and pinion set. Having successfully rebuilt the engine back in 1970, I felt that a repeat performance was not called for and might result in my demise preceding the car's renaissance! I had by then met Peter Edney, so I loaded up enough engine bits in the 4X4 to make, I hoped, one good engine and toted them to Leaden Roding. Peter and team duly obliged. Meanwhile I had taken delivery of a new body frame from Enrique Llinares and was preparing to fit this to the rolling chassis. Things were going well and the original concept and budget had not come under discernible threat.



At about that stage, however, the scale of the challenge was beginning to emerge. I had resolved, as a matter of principle and parsimony, to retain as much of the original car as I could. Harking back to the nostalgia motif, I wanted a restored car, not a replica. I had accordingly been to welding classes and acquired a MIG welding set. I embarked upon a process of repairing body and door panels, bonnet sections and wings. Most of these had rusted or had been deformed by vandals (including me) or bent in minor collisions. This proved a longish process. I



made lots of mistakes to start with but got better and better. By "first fit" I had no compunction in taking an angle grinder to the repaired scuttle top and cutting it, by eye, to match the line of the bonnet hinge.

Somewhat later, the job of painting the various panels and wings presented itself. John has asked me to say a bit about this.

I could not justify to myself the cost of having the car painted professionally, so a DIY process it would have to be. I had no spraying equipment or experience whereas I had, back in about 1970, hand painted the car using coach enamel and a brush. I had achieved pretty good results in a dingy lock up in Putney and thought I could do even better now, with more time and space. I decided to use Tekaloid coach enamel. I picked a colour from the Rover range (Flame Red) which looked like what I remembered MG red to be, bought a small sample from Halfords, painted a few square inches of hardboard and sent it off to Breakwells Paints Ltd of Walsall. They sent me, for the sum of £194, 5 litres grey filler, ditto red undercoat, 2.5 litres of my chosen colour, mixed to match, 2.5 litres of extra pale varnish and 2 cans of thinner.

I got mixed results. Whereas after each successive coat of primer and undercoat I could rub down and obtain (depending on my diligence) an exemplary finish, the topcoats were not an immediate success. Coach enamel is quite slow drying and the old stone barn in which I was working was dusty. I rigged up protective sheets of polythene but this made little difference. I took panels into the house to paint (see photo) but even then some dust stuck to the surfaces before they became touch dry. I have

since seen the care with which more competent MG owners construct dust-controlled booths, even for spraying with relatively fast drying paints, and I conclude that I did not do enough to create the right conditions.



This is what dining room tables should be used for!

One aspect of the process that was a success was the use of a 4" sponge roller in applying the top coat and varnish coat. I had used a brush at earlier stages when any marks disappeared during the rubbing down. I had been advised, however, that one does not rub down the final coats. That meant that I was left with brush marks first time round. I therefore, recalling a conversation I had had some time before with a former RR employee, tried using the roller. It made application much easier, quicker and more even and produced a much better finish, albeit with a slight (but not altogether unattractive) "orange peel" effect.

Eventually, after taking advice from a number of sources, I got hold of an electric polisher and a range of compounds. With these I have achieved a satisfactory finish on the easily reached horizontal surfaces. On the vertical planes any imperfections are not noticeable. Then again, my eyesight is not what it was!

All this time, however, costs were rising. Re-chroming was a big item. New seats and trim were required. All the instruments needed refurbishing or replacing. This was done, beautifully, by John Marks of Vintage

Restorations. My wife and I, in the course of our unrelated business, called at PJM Motors of Market Drayton and picked out the hide for the upholstery. Seats and trim arrived shortly thereafter, resplendent in their magnificence. We later ordered a full tonneau



cover from the same source, with special features to retain original appearance (despite there having been no full tonneau cover originally).

It will be apparent from the foregoing paragraph that the original intention, of merely getting the car back into use, had become replaced by a fetishistic determination to achieve a high standard of finish! Along with this came the belated realisation that the aim of retaining old items like brake cylinders was unrealistic and new replacements were obtained.

The whole process, of which the foregoing is the sketchiest outline, has taken me a month over four years. Assuming I have on average devoted 10 hours a week to it, that works out at the equivalent of one man year. If I were to restore another TC I reckon I could do it in about two thirds of that time (such was the magnitude of my ignorance and ineptness!) and I won't say that I'm not tempted!



TC1037 – ALL FINISHED AND READY TO GO ANYWHERE!

I would not want to end this account without expressing my gratitude to three groups of people. The first is the staff of Moss Europe at Bristol and Bradford. I initially got all my new parts from Bristol, because that is my nearest branch, and that experience was wholly satisfactory and agreeable. There came a point, however, when I happened to seek some pretty abstruse advice and I was told that Bradford was the Moss source of TC expertise. I thus became acquainted telephonically with Philip and Carl, both of whom gave me invaluable advice and bolstered my courage. My business resultantly migrated northwards but I remain indebted to both teams.

Speaking of the north, I was on one occasion completely stuck and someone suggested that I consult Alastair Naylor. I felt embarrassed about doing this, having had no occasion to do business with his company. When

I did phone, he could not have been more friendly and forthcoming. I hope that in saying this I do not precipitate a great wave of half baked enquiries directed at that eminent quarter!

The second group to whom I want to pay tribute are the members of my local Natter, which meets on the second Tuesday of each month at The Bell, near Lacock in Wiltshire. It would be invidious to single out individuals other than to say that our Natter has the distinction of including our revered editor. All members, however, have been incredibly forthcoming and generous with advice and practical assistance. Having only returned to the MGCC fold in the last four years, I have much enlarged and improved my social circle.

Finally, may I say how grateful I am to all those who have organised and presented the 'T' Register Rebuild and Practical Skills Workshops events. At successive 'Rebuilds' the presentations given by Ron Gammons, Peter Cole, Andy King, Eric Worpe and others have been (sorry to use the word) inspirational. And it was the first PSW I attended that convinced me that Peter Edney's business was the place to get my engine done.

That's a lot of 'thank you's', and there are many more I could issue, but it would start to sound like an Oscars speech. I will therefore end by simply saying what a joy it is to have our old TC back on the road after all this time, looking and going better than ever before in our ownership. Onward the Octagon!

Ed's Note: Thanks for a really good article, David. I'm going to get some Tekaloid!



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The Hidden Water Passage

(Text by Gene Gillam and John Seim, Photos by Gene Gillam)

I've been plagued by my TC running hot ever since I restored it and, while going through the archives I found an email from David Edgar on the subject of overheating in which he said there was a big revelation about 10-15 years ago concerning a 3/16" diameter passage drilled behind one of the freeze plugs. The hole is directed down and aft which allows the water to flow to the back of the block to increase cooling in that area. Apparently over the years the small hole plugs up and the water flow stops. John Seim mentioned in this same thread that later engines had this hole drilled in both core openings. The hole was either for cavitation purposes, or the factory found that one hole was not sufficient should it become plugged.

I emailed John and asked if he could guide me in finding and opening these passages. He provided the following:

Remove the two small core plugs on the carburettor side of the engine, in the raised casting area. There are three plugs above these two, in the block, and two below the raised area, in the block.



The rear plug should have a 1/4" - 9/32" hole, in the back bottom portion of the casting, extending downward at 45 degree angle. Use a punch, nail, or other probing device to locate this hole.

In the top left photo (page 16) you can just see (**Ed's Note:** I don't think you can, as I think I've lost some clarity when importing the photo) the outline of the hole near what appears to be the center of the freeze plug area. This is an illusion caused by the photograph – the actual hole is located in the bottom of the casting as can be seen by the photo where it has been drilled out to 9/32". The top right photo on page 16 shows the hole after a small round file has been pushed through it to open it up.



Once located you can then use a drill to clean out the hole. The photo below shows the true location of the hole and how it looks when it's been drilled out to 9/32".



Duplicate this hole in the forward core plug. Angle the drill down 45 degrees. Don't worry about going too far, you will find it tough going until you pass into the inner block water jacket. Then you can stop.

'Before' and 'after' photos are shown on page 17.



Before



After

John also provided the following in regard to installing new freeze plugs and other hints to reduce overheating problems:

Make sure that the seating surface for the core plug is flat. Use Permatex #1 or 1B, along with the core plug. I used to use a two ball peen hammers. One, about the correct size of the core plug. The second, to hammer against the other hammer, held hard against the core plug. Do not over drive the center of the plug. I have since made a hammering piece, to hold against the core plug. This is slightly smaller than the seating area for the core plug. (NOTE: a 1 1/16" socket will also work).

When all is done, you should be running at most 70° C. My car runs 142-156 degrees F, in Southern California. You also might want to look at the distributor. There is supposed to be a phenolic washer between the drive gear, and the housing. Total end play .006"-.009". Too much play, and the distributor retards as the engine revs. The gear moves up the cam gear, thus retarding the spark. You might want to remove the water pump, and run a coat hanger along the left side of the engine (side opposite the core plugs). You should be able to run a coat hanger through the water pump opening, all the way to the back of the block. This will clear a blockage that you can't get to otherwise. Hope this helps.

Ed's Note: My thanks to Gene and John for allowing me to reproduce this article.

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.

Modern petrol in Vintage Engines

The following has been 'lifted' from a British Petroleum (BP) website. I know that it has been published in the Octagon 'Bulletin', but not every TTT reader will have seen it.



Many enthusiastic owners of classic motorcycles and cars have experienced engine operating problems using modern petrol. The cause is often wrongly attributed to the octane rating of modern petrol. Most users perceive octane as the most important property of petrol but in reality the boiling range or vapour forming properties have the major influence on fuel performance. High octane petrol has no influence on combustion quality or burn rates in these engines. It is the effective ratio of air to vaporized fuel in the combustion chamber

that matters.

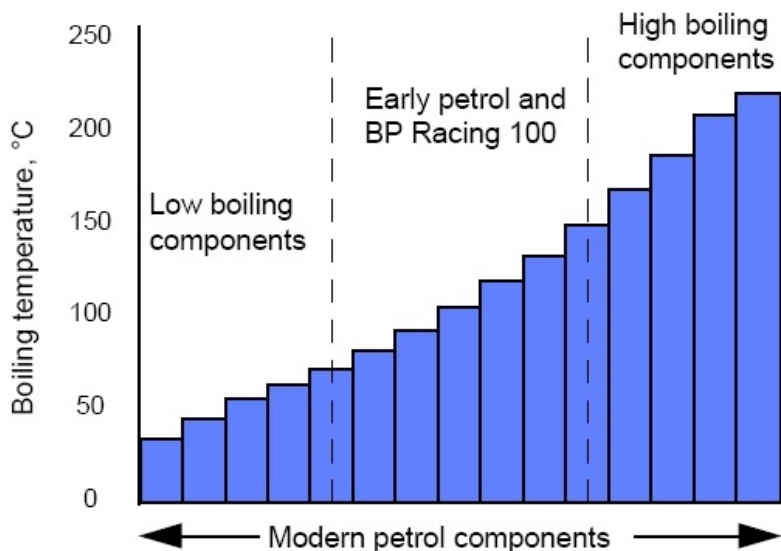
Over the last 100 years the development of petrol and cars has gone hand in hand. Each engine was designed around the petrol which was available at the time. Petrol has changed, largely because of the pressure to produce greater volumes as the demand has grown. This pressure has resulted in a wider boiling range for petrol with lower boiling point hydrocarbons and higher boiling point hydrocarbons. It is the addition of these light and heavy hydrocarbons that has forced changes in fuel system and carburettor design. Octane has gone up over the same period, but that is only to stop pinging [combustion knock] in high compression engines.

THE NATURE OF PETROL

Petrol is a mixture of many (even hundreds) of different hydrocarbons. Each component has its own boiling point which means that a fuel boils over a range of temperatures.

In the diagram opposite, each bar represents single component. In recent years high and low boiling components have been added to satisfy demand. BP 100 Racing Fuel has a narrower boiling range than normal petrol and it best approximates the fuels produced earlier in the century.

Document: PET0308.doc Page 1 of 2 Issued: February 18, 2005 Supersedes: September 10, 2004 **BP Australia Limited** A.C.N. 004 085 616



THE EFFECT OF MODERN PETROL IN VINTAGE ENGINES

The effects range from poor vaporization in the carburettor to excessive vapour formation in the fuel system. Each problem engine must be studied with a clear understanding of the likely symptoms. All of the following problems have been reported but vapour lock appears to be the most common.

The possibilities are varied and may include the following cases.

1. Very early engines with wick or surface carburettors may suffer because the low boiling components may vaporize leaving the high boiling components to build up in the carburettor and hence lean off the mixture.
2. Some engines with simple carburettors that do not spray the fuel into small droplets may end up with unburnt high boiling fuel components going out with the exhaust. If the correct amount of fuel is added to the air stream but is not fully vaporized by the time combustion occurs then this is effectively a lean mixture. The air/fuel mixture in these circumstances could be likened to that of a cold engine running with the choke on. A lot of fuel being supplied but not much being burned.
3. In later engines the problem may move to excessive vapour formation in the fuel pump and fuel lines (vapour lock). This is caused by the high fuel system temperatures vapourising the low boiling components in modern petrol. This is the common form of vapour lock which results in lean mixtures.

4. There are several ways in which excess vapour formation in the float bowl can cause a rich mixture or flooding. Pressure build up caused by inadequate venting of the float bowl can force excess fuel from the jets. Secondly, with some fuel system designs, vapour bubbles formed in the float bowl as petrol ejects from the needle valve can cause foaming. The float then sinks in the low density foam which opens the needle valve and floods the engine.

5. Another complex problem is that of ice formation in the butterfly area of the carburettor. In some vehicles the carburetors have inadequate heat input, particularly if exposed to the air stream [motorcycles]. The temperature drop as petrol evaporates can freeze moisture in the air stream. The ice can restrict the flow of air and/or choke the engine causing power loss or stalling. This can occur below about 14°C with humid or foggy atmospheres.

THE EFFECT OF LEAN MIXTURES

To achieve complete and effective combustion, the fuel must be completely vaporized and the air/fuel mixture must be in the correct proportions. A lean mixture (insufficient fuel) burns slowly because of the wide spacing of the fuel molecules. Slow combustion leads to:

1. Overheating of the cooling system caused by the flame being there for a longer period.
2. Overheated exhaust valves, particularly if combustion continues after the valve opens.

For further information, please call the BP Lubricants and Fuel Technical Helpline 1300 139 700 local call
Or visit www.bp.com.au/fuelnews

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Supercedes: September 10, 2004 **BP Australia Limited** A.C.N. 004 085 616

Ed's Note: So there you have it! Something else to worry about, along with stub axle breakage, Bishop Cam woes, leaf springs that flatten and sag all too readily, correct oil for flat tappet engines, poor quality after market spares.....the list is seemingly endless! Or is it? I must say that as I drove my PB back from Shropshire yesterday, I didn't have a care in the world. The old 'gal with her overhauled, excellent, Bishop Cam steering, went around corners as if on rails and steered straight as a die. Whatever competing hydrocarbons were present, not did the little engine notice one jot. We did the 80 mile journey almost as quickly as my VW polo does. How lucky we are to own these little cars and what pleasure they give!

T-Types and Modern Fuel

(As if to spoil my little soliloquy on page 20 Paul Ireland comes along with some more well argued facts on this subject – only joking Paul! – Seriously though, without wishing to appear patronising, we are fortunate to have members like Paul and David Heath who are concerned about this subject and who take the time and trouble to acquaint us with the results of their research. In the following four pages Paul comments on the letters in May's TTT and enlightens us on the more complex issues of petrol combustion).

I was pleased to read the comments published in the May magazine, firstly as they show people are interested in the subject of modern fuel and secondly, as they give me the excuse to present the more complex issues of petrol combustion. I would also like to thank our Triple-M 'infiltrator', Mike Hawke for providing the first conclusive proof of that our cars do not run as well on modern fuel. More on that later.

Combustion rate

In the cylinder of an engine, the combustion rate of the petrol air mixture is complex and depends on many factors. One of these is the distance between the spark plug and the edge of the cylinder. A flame front travelling at a constant speed will take longer to burn a fuel load, the greater the distance it has to travel. As ignition takes place in advance of the piston reaching TDC, this distance is not just the size of the combustion chamber but also includes a portion of the cylinder itself.

Mike and Robert Marshall commented on motor bikes that rev at 10,000 + rpm. These typically have compression ratios of 12.5:1 and over-square engines with a stroke / bore ratio of: 0.696 (compared with an XPAG of 1.353). The gasses are compressed into around half the volume of a T-Type and the shorter stroke reduces the dimensions of the combustion volume relative to a long stroke. Volume is dependent on stroke and on the square of the bore. A motor bike engine can run at higher revs because the flame front has to travel a fraction of the distance it has to in a T-Type engine.

Mike stated the pressure inside the cylinder of his MGF need not necessarily be higher than that in his J2 despite the higher compression ratio. There will be a range of throttle settings for the two cars where the cylinder pressures in each will be the same. However, using Mike's compression ration figures, the J2 cylinder will have a 34% greater fuel load occupying a 34% greater volume than the MGF at the same pressure. As a result, the burning characteristics will be very different. Also, the spark plug in the J2 is mounted in the side of the cylinder head, compared with

the MGF where it is situated over the centre of the cylinder, increasing the distance the flame front has to travel by some 25mm.

The other major difference between T-Type and modern engines is the fuel system. A petrol engine inducts air, some petrol vapour and mostly liquid petrol, the latter as droplets that must evaporate before they can burn. You only need to look into the choke of an SU to see that not only is there a large range of droplet sizes, these are relatively large compared to the regular, fine mist produced by a modern injector.

The rate at which the droplets evaporate depends on the available heat and their total surface area. The heat comes from "left over" heat from the previous power stroke and that generated when the new charge is compressed. Not only does a lower compression ratio produce less heat, the surface area of the fuel injected droplets, with say $\frac{1}{4}$ the diameter of those produced by a carburettor, will evaporate 4 times faster.

My simplistic statement about slow burn rates in our engines encompasses the time take for the flame front to cover the greater distances from the spark plug and the effect of slow vaporisation of the fuel droplets. All these factors conspire against T-Type engines, slowing the rate they are able to burn a fuel engineered to match the characteristics of modern, high compression, fuel injected engines.

Plug Colour

The good news for Steve Ashworth is that his "Substitut de Plomb" is made by Carlupe and available UK (as Lead Substitute); hopefully cheaper than a trip to France. The bad news is that I have found no evidence that it improves combustion. However, I was very interested by the photograph of his spark plugs.

I have always fine-tuned my engine using plug colour, recent attempts have been far from satisfactory as it was difficult to get consistency. Results ranged from a nice brown colour, covered in a sooty layer to a white-grey colour. Eventually, I found a straight, flat and quiet section of road about 2 miles long (quite easy in East Anglia) and drove along it at a constant revs, stopping the engine, de-clutching and coasting to a halt after every run. To my surprise the plugs went from brown to white with increasing revs. While I could tune for a nice brown at 3000rpm, this gave black sooty plugs at lower revs. I believe it is this effect that David Heath has been trying to address with his richer needles.

It is now obvious why my previous efforts to get a consistent plug colour failed as they depended on what sort of driving I was doing, a 2000/3000 rpm drive round the country lanes gave the brown / sooty plug and 3200 rpm cruise down the A14 gave white / grey colour.

In his letter, Steve states the plugs were removed after a 20 mile blast at 60 mph; unfortunately, this only shows his mixture is correct at these revs. I would ask what colour are his plugs after say a 2 mile dawdle at 35 mph. If they are still that colour, I would really like to know how his car is tuned, details of his spark plugs, etc. as this could provide a better answer to this problem.

Finally

I would like to thank Mike when he says that his car “purrs home” when running on the 100+ octane fuel. BP’s article “MODERN PETROL IN VINTAGE ENGINES”, states that their racing fuel is a better match to “classic” petrols and recommends its use in older cars. If Silverstone’s 100+ octane fuel (which I assume to be racing fuel) is the same as BP’s, Mike’s statement confirms the findings of BP’s article that older engines do not run as well on modern fuels. I believe adding kerosene achieves similar improvements to using racing fuel.

I am planning to come to Silverstone this year and would welcome speaking to anybody on this subject, just look for the red TC that smells almost, but not quite, like a paraffin stove. Until, that is, I manage to fill up with the 100+ octane fuel, so I can compare its results to the kerosene mix.

Addendum - Engine wear

To answer the points about engine wear, I would like to include a section of an article detailing the results of my rolling road tests written in association with British Petroleum Research and published in the Octagon magazine.

The bottom line is that any fuel, petrol or a petrol kerosene mix can dilute the oil if the car is only used for short journeys, and in doing so will reduce its lubricating properties. In comparison, lean running will lead to burned valves and seats, cracked heads and damaged gaskets caused by overheating. Unlike oil dilution, problems that cannot be avoided with just a regular oil change.

“A number of people have suggested that during running a percentage of the kerosene will remain liquid, make its way past the rings and dilute the engine oil. It is important to remember, regardless of what fuel we use, liquid fuel will most likely end up in the engine oil. When an engine is started from cold, usually on choke, there is insufficient heat to fully vaporise the significantly richer mixture of inducted fuel.

During normal running, when the engine has fully warmed up and the oil is hot, it might be expected that this petrol is “boiled off”. Kerosene with a boiling point of 147oC will certainly remain in the oil. In practice, I am not convinced that all the components of petrol will be removed from the oil in this way.

It takes 20-30 miles for my engine to become fully warm and for the oil to heat up, many of my journeys are shorter than this so the oil does not reach its operating temperature. Secondly, even when warm, my engine runs at 75-80° C, lower than the boiling point of petrol at 95° C. In practice this temperature will be sufficient to distil off the lighter fractions but not hot enough for the heavier fractions. Even using pure petrol, it is likely some of these fractions will build up in the oil with the potential of causing more damage to the bearings than the heavier kerosene. I find it difficult to imagine why a small percentage of kerosene in the fuel will make matters significantly worse. Even so, this problem is easily solved by regularly changing the oil.

Furthermore, evidence suggests that during normal running, unburned kerosene does not cause issues.

At atmospheric pressure the boiling points of petrol and kerosene are 95°C and 147° C respectively. In the low pressure of the inlet manifold, boiling points will be lower than the atmospheric values. The measured external temperature of the exhaust manifold was 350°C; the temperature of the expelled exhaust gasses and the internal cylinder temperature must have been at least 350° C most probably significantly higher. More than adequate to vaporise the inducted fuel.

Considering the 5:1 petrol to kerosene mix, if none of the kerosene had contributed to the exhaust hydrocarbons (HC) (because it had not burned), the maximum reduction in HC would have been 16%. In practice the HC were reduced by 40%. This can only be explained by the kerosene improving the burn efficiency of the petrol, supported by the 36% reduction in carbon monoxide.

The heat calculations show the addition of kerosene improves the engines efficiency; more of the energy in the fuel is converted into work. It is difficult to imagine how this could happen if not all the kerosene was being burned. Finally, the TVO tractors ran on a fuel that was very similar to kerosene. Despite these being very heavily used and probably not given the tender loving care that our cars receive, I have found no evidence for bearing damage due to TVO in the oil. David contacted Massey Ferguson who also confirmed TVO was no different from other fuels and the recommended oil change interval was the same for petrol, TVO and diesel tractors. In practice TVO tractors were started on petrol only because the vapour level of TVO was so low, they would not run on 100% TVO until the engine had warmed up.

Ultimately, the only way to resolve this question would be to analyse a sample of oil after running the car on a petrol / kerosene mix. Should any members be able to perform this analysis, I would be most willing to send samples."

Preparing and Presenting Small Parts For Re-chrome Plating

PART 3

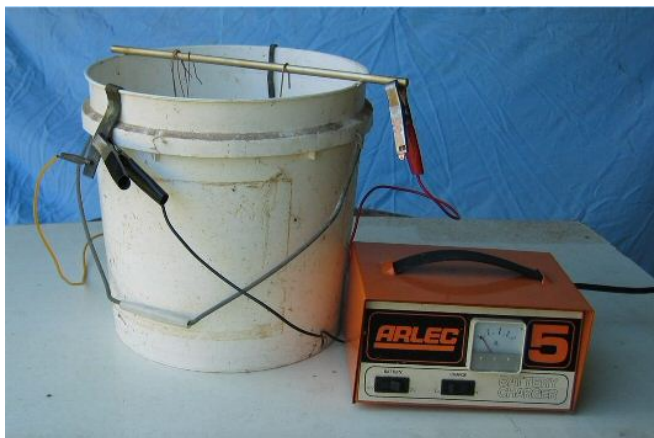
Eric Hayes, Australia

If attempting the procedures described in the following article extreme care should be exercised with the chemical tanks, especially if there are small children and/or large dogs around. The buckets I use have clip-on lids, and at the end of every session I dismantle the set up and pack it away with the lid securely in place and the bucket clearly marked as to its contents.

In this episode I will attempt to explain the simple steps involved in not only stripping the existing plating, but going on to polishing these items. The solution for the chrome strip is caustic soda – NaOH mixed 35g/l water.

There are two cathodes, one each side, wired together of course. This is so as to cover as much of the job as possible. These are of sheet lead, about ½" wide and hung on the edge of the bucket and down into the solution as far as the components.

In the nickel strip this cathode is made ½" wide – the width of a roll of lead in Australia; there is a reason for this. The set up is powered by a battery charger set on 6v.



The items are hung from a brass rod across the top, with the parts hung on fine copper wire, e.g. old telephone cable, both of which to be free of oxide i.e. shiny, for good electrical contact. This is best accomplished with scouring pads, steel wool leaves particles everywhere. The positive lead goes to the job and the negative to the lead cathode.

Only do a few small parts, or one larger item at a time. The chromium will disappear in a flash – well, quickly anyway. When all of the chrome has disappeared give it a good wash and put it aside until you have enough for the nickel strip.

The nickel strip set up is similar, but the solution is a sulphuric acid solution. The recommended strength is 600/0ml/L - 78fl oz/gal of water.

Important: add the acid to the water, not the other way around.

Stripping rate is increased by adding more water, but this increases the tendency to pit. 30g/L – 4.0oz/gal of glycerine is added to reduce this pitting. I found the acid was fairly cheap, the deposit on the container more expensive.

It will take a lot longer to remove the nickel; a watch needs to be kept on the progress. With some items it will be necessary to turn them around slightly so as all of the surface area receives the same treatment. If the work is of an irregular shape the cathodes can be moved around the rim to try to cover all areas. The electrical current does not like going around corners.

Now we can get to work repairing and polishing the brass and bronze items. The steel ones, after repairing will need another copper coat which will be polished prior to replating with nickel and chrome.



This photograph will make any T-Type owner cry. It was left far too long in the nickel strip, looking closely the pitting can be seen, in consequence the polisher lent heavily on the buff with the obvious results. (I was not the guilty one).

Now to polish the items. Remember the result achieved in this process will determine the final shine.

Now polishing on a rotating buff can be dangerous. In the industrial workshop there will be machines of several HP and rotating a 12" mop at near 3000rpm.

Now these are dangerous – very dangerous.

In the little set up shown (*opposite page*) is a small 1/3HP 6" bench grinder, max.speed 1440 rpm which I have repositioned sideways on the bench and fitted with a spindle to take the mops. It does not have a great deal of power, in fact it can be stopped by leaning hard on the mop with a piece of wood.

Still, care has to be taken with items with prominent edges, to ensure that the edge trails the direction of rotation and not leading. Particular care has to be taken with articles such as headlight rims. I had one hit two walls and the roof of my workshop as the result of the mop picking up an edge. I learnt when it came to the instrument surrounds to fit them to a round piece of plywood.

Mops and 'soaps' come in several grades of hardness and grit for the various stages of polishing.

Different metals require different compounds. Brass being the most common set up to deal with this first, and then maybe steel. Two mops,

one hard and one soft is really enough, and two bars of soap. Go to a supplier and seek their advice, they are not expensive.

I recommend that a lot of hand work is done on each part and only use the buff for the final lustre. By doing this you can maintain the integrity of the part, also taking care not to erase any embossings.

Commercial shops working to a time limit tend to buff too hard, so that edges that should be reasonably sharp become rounded. One example was a dome nut which was a blob, a piece of round with a few flats on it instead a sharp hexagon.

You can avoid this by rubbing each side on a fine sheet of wet & dry to remove the marks of ill fitting spanners. Maybe start with 600 and then 1200 and finish off with Ultra Fine – it is 2000 grit, I believe. Then finally finish off by lightly buffing. Using the same method removing part or all of an embossing can be avoided. When I purchased my P-type one of the Rudge Whitworth knock-ons had virtually no embossing left on it.

As in Part Two, you can make holders to facilitate polishing. Lengths of brass rod 3" to 4' long can be threaded to take nuts etc., and tapped internally for screws and bolts, these tend to save the fingers from being polished.

Steel components will receive a flash of cyanide copper and then a build up with acid copper before final polishing, this will be done in the plating shop.

But the better you can finish the item before passing it on, the less work will have to be done.

The brass and bronze items after you have polished them will receive a flash of cyanide copper, before the nickel and chrome.



With all the preliminary work you have put into your small parts and giving the plating shop with an easy method to hold them, everything is in the favour of having returned a first class job.

I hope all of the preceding ramble will encourage you to take some of it on board and have a go.

I will tell you that it is extremely satisfying.

Good Luck!

Ed's Note: This is the final part of the three part series of articles from Eric and I thank him for taking the time and trouble to pen them. The learning points for me are that patience is a virtue when doing this work and (as with most jobs on a restoration) the more you do yourself, the lower the cost.

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MG TA/TB/TC Rear Spring Front Eye Locating Kit

(Part number: MG-047/C)

On a standard car the front of the rear spring can move sideways on the metalastic bush as location relies on the friction between the outer diameter of the bush and the inside of the spring eye.

This condition is particularly common on cars that are cornered enthusiastically especially when fitted with more modern and wider tyres on 16 or 15 inch rims.

The problem is increased with the use of imported poor quality springs where the spring eye dimensions and material specifications are not always correct.



Any sideways movement obviously changes the rear axle alignment, which in turn impacts on the steering geometry. *(A photo of the standard fitment is above)*

As suggested in *TCs Forever!* large washers can be placed either side of the metalastic bush, but this is not a true fix, as it will still allow the spring to move 8 mm either way.

At the time of writing, the metalastic bushes are not available but the special 1¼ inch wide spring steel is and good quality springs are again being made in the UK.

This kit *(a photo of the revised fitment is on the right)* is designed to replace the rear spring metalastic rubber/steel bush with a polyurethane bush and improve the lateral mounting of the rear spring front eye.



The kit comprises of:

2 Polyurethane bushes – 90 Shore 'A' hardness

4 large spring eye locating washers – A2 stainless steel
2 large ½ inch flat washers – A2 stainless steel
2 regular ½ inch flat washers – A2 stainless steel
2 regular ½ inch spring washers – BZP
2 full ½ inch BSF nuts – BZP
1 sachet of installation lubricant
This information sheet



Fitting instructions

1. Remove the original metalastic bushes from the rear spring front eyes
2. Clean inside of the spring eye and the chassis mounting
3. Press the polyurethane bushes into the spring eyes using a vice and a piece of flat material to avoid damage to the bush. Make sure the bush is central in the eye, it should protrude slightly each side to provide 'pinch' in the final assembly. Tapping with a rubber/hide mallet will help centralise the bush. Do not use the lubricant at this stage.
4. Place one spring eye locating washer on the chassis mounting so that the slightly convex face is facing the bush.
5. Fit the spring/bush assembly to the chassis mounting, this is a tight fit and the lubricant or soapy water and a rubber/hide mallet will help locate the spring/bush against the spring eye retaining washer.
6. Locate the outer spring eye locating washer, convex side to the bush, on the chassis mount.
7. Locate a large ½ inch flat washer over the threaded portion of the chassis mount and a ½ inch spring washer.
8. Fit the ½ inch BSF nut and tighten to 40 ft lbs. It may be necessary to support the outer spring eye locating washer central to the mount as the nut is tightened to ensure correct alignment.
9. Once the car is standing on its tyres again, back off the ½ inch BSF nut one turn, then re-tighten the nut back to 40 ft lbs. Check all fasteners for security after approximately 100 miles.

Originally, the ½ inch BSF nut was locked using a tab washer or split pin, I have seen both, but the spring washer described has always proven secure on my cars.

If you have a TA or TB then you should have checked the rear trunnions or with a TC the rear shackles to make sure they are serviceable. It is no use having a superior front of spring mount with poor rear of spring mount.

Benefits of Polyurethane

- Oil Resistant
- Tough
- Durable
- Non-Perishing
- Self-Lubricating
- Resilient 90 Shore 'A' hardness

Disadvantages of Polyurethane

- Cost, as a raw material it is about 4 times the price of rubber
- Bushes must not come into contact with alcohol-based solvents such as MEK, methanol, or methylated spirit.

For help or information contact Tony Smith at

LTM.SMITH(at)BTINTERNET.COM (substitute @ for at)

Ed's Note: This is a known weakness, which was highlighted by Derry Dickson in TTT Issue 4 (September 2004, page 23). It looks as though Tony has found a fix for the problem. He expects the cost to be about £40 for the kit, which is money well spent – I have ordered one of these kits.

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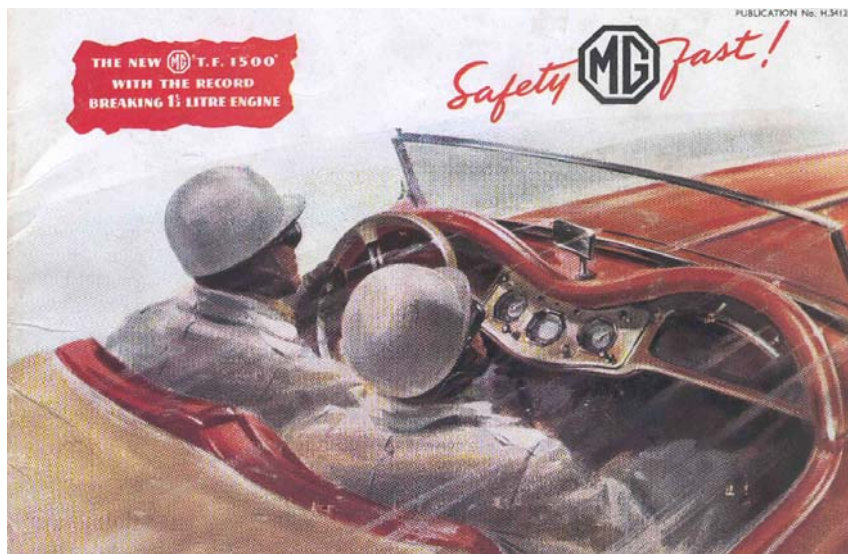
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SURVIVAL RATE - RIGHT HAND DRIVE HOME MARKET TF 1500s



The recent article about the two Home Market TF1500s that came together in the same household following the marriage of the owners, prompted me to look into the records to see just how many of these final T-Series cars may have survived. With gaps in the records, any such investigation could only be 'hit or miss' but it would provide an approximation.

Fortunately by 1953 when TF production began, the Nuffield vehicle identification system had become more detailed, so it is possible to define the cars we wish to identify. Most T-Series owners will be aware that TF chassis number for home market cars can be broken down as follows:

- HD** - Midget with open two-seater bodywork
- A, B, C, E or P** - Bodywork colour
- 1** - Home market (2 was export r.h.d.)
- 1 to 6** - Paint type, usually 3 or 6 but in one case 5 for primer

So a typical chassis number stamped on the brass coloured guarantee plate bolted to the left side of the bulkhead might read HDC16/8424. This would represent a right hand drive TF Midget with red bodywork, intended for the home market with cellulose finish on the body and synthetic paint on the wings.

It is a matter of record that the Factory built two short runs of 1500 XPEG engined TFs before supply difficulties twice necessitated a brief return to the 1250 XPAG engine. For the purpose of this exercise we know that the first home market specification production car to be fitted with a 1500 XPEG was TF 6565 in August 1954; the last was TF10037 in March 1955. Note I say

production as the situation is slightly blurred by the 1250 engined TF prototype car and the pre-production car remaining in the possession of the MG Car Company until much later when they too were fitted with 1500 engines before being sold off in RHD form. It is not clear if or when they were added to the production figures.

Advertisements of cars for sale often quote early research figures for the number of RHD home market 1500s believed built. Anders Ditlev Clausager in his excellent book "Original MG T Series", first published in 1989, says his search of the actual production ledger (mostly hand written) revealed a total of 244 home market 1500 engined cars built, 47 in 1954 and 197 in 1955. During my own research into the later database version of the production record I could find only 242 but I have to say immediately that it is difficult to be too certain about which figure is correct as the T Register is aware of a few examples where the production record appears not to entirely match the specification of the vehicle actually produced and sold. For example, we know of one TF 1500 shown on the record as export LHD N. American specification and another listed as export RHD, but both built and released as RHD home market cars. Link anomalies such as these with the prototype and pre-production cars released with XPEG engines after main production finished and you can see that scrutiny of the records is not always a precise exercise. Mistakes in the record could easily have occurred as the build programme was changed at short notice to keep dealers and customers happy.

Allowing for discrepancies, the breakdown by original paint colour of the 242 cars I found was:

| | | | |
|----------|-------------------|----------|-----------|
| A | Black | - | 64 |
| B | Light Grey | - | 22 |
| C | Red | - | 78 |
| E | Green | - | 46 |
| P | Ivory | - | 31 |
| H | Primer | - | 1 |

Now the question remains how many of the 242 have survived? Not many in the original Factory colour, that's for sure as Light Grey seems to be almost non existent now, certainly in the U.K.

The T Register prides itself on having probably the most complete and accurate database of surviving T-Series cars but our records are only as good as the information made available to us or obtained by our own research. Some of the entries were made several years ago and may not accurately reflect the actual situation that exists today. For ease of analysis therefore I have broken the total of 242 cars down into three groups, they are:

Active – 103

Cars that are well known to the T Register, they have been seen or heard about or history details submitted by owners in the last fifteen years or so. They may not necessarily be in a roadworthy condition.

'Sleepers' – 65

Cars that have been on the Register records for fifteen years or more without any amendment or notification from the owner having been received by the T Register.

Unknown – 74

Cars that have never been recorded by the T Register since its formation in 1963.

Leaving the 'Active' cars on one side for a moment, here are most of the 'Sleeper' registration marks (numbers) :

| | | | | | |
|----------------|----------------|----------------|----------------|----------------|----------------|
| ASV 599 | EGR 723 | KMO 835 | KMO 836 | KMO 837 | KWM 320 |
| LKU 53 | LKU 261 | MAM 760 | MAM 821 | MSG 495 | NWP 507 |
| OGE 955 | OJW 3 | OWU 616 | OYG 661 | PAR 919 | PKV 70 |
| PRU 328 | PXR 196 | PXW 699 | PYL 344 | PYR 333 | REL 463 |
| RGO 210 | RLH 729 | RNX 950 | RSM 596 | SPO 725 | SPX 49 |
| STA 46 | SUO 639 | TCV 983 | TDE 619 | TWE 747 | TYD 206 |
| UNW 678 | UTJ 388 | UTO 460 | UWB 366 | UWB 399 | UWB 998 |
| VTC 212 | VTC 215 | VVK 423 | WPJ 125 | WWL 595 | XPC 320 |
| 44 EMG | 50 DMX | 96 DMM | 123 SMY | 175 EHX | 258 CMG |
| 309 CMG | 376 CMG | 407 CMG | 471 EMP | 484 HYK | 954 CEV |

A search for the 60 cars listed above on the DVLA Vehicle Enquiry database indicates that 33 are known of which 27 are regularly licensed and nothing has been heard of 6 since the 1980s. The remainder of the registration marks are not recognised when the search is confined to the MG make. To be added to this group are another 5 cars which were originally registered in the UK but are known to have been taken or sold overseas and re-registered locally.

The following registration marks are thought to be among the 74 cars not known to the T Register as there is some evidence to indicate that they may have been allocated to a home market TF1500. Due to the absence of information we cannot link them to a specific chassis number:

| | | | | |
|----------------|----------------|----------------|----------------|----------------|
| GSD 390 | KSK 104 | LBL 393 | LHR 629 | LKU 202 |
| LSG 322 | MG 8345 | NEE 884 | OGD 973 | OYE 828 |
| REL 486 | RTX 777 | TAS 560 | UVA 777 | UXC 893 |
| XBW 744 | 72 CLT | 621 CYH | 743 UXO | |

The DVLA database indicates that 7 are known and regularly licenced but the balance are not recognised.

So where does all this leave us? Taking only the numbers that we can be reasonably confident about we have:

| | | |
|-----------------|---|--|
| Active | - | 103 |
| Sleepers | - | 38 (33 recognised by the DVLA and 5 overseas) |
| Unknown | - | 7 (recognised by the DVLA) |
| Total | | 148 or 61% of the 242 built. |

I said at the beginning that a margin of error must be allowed for in any exercise such as this where some of the information has to be considered suspect. However I think the figures err on the conservative side and there is every chance that there may be other survivors particularly in the 'Unknown' category. It is however an excellent survival rate for any car nearly 55 years old and reflects the affection that decades of owners have had for the last of the 'square riggers'. The rate compares well with the survival figures for other T Series models.

Needless to say I would be delighted to put the record straight if you recognise any of the registration numbers listed above and can add anything or update me accordingly. It is not necessary to be a member of the MG Car Club, we simply wish to maintain an accurate and reliable historical record of T-Series cars. I can be contacted by telephone at: 01451 824223 or by email at [roymill\(at\)waitrose.com](mailto:roymill(at)waitrose.com) (substitute @ for at)

Roy Miller, Historian & DVLA Representative



Ed's Note: Thanks to Roy for a well researched article. I am thinking in terms of submitting this for inclusion in "Safety Fast!" as it has a wider readership (which might help in identifying some of the 'missing' cars). The photos have been scanned from my copy of the TF1500 Sales Brochure.

Editor's Random Jottings

You will have to excuse me for my lack of process in this issue, but Silverstone looms ever closer and I need to put Issue 34 to bed very soon – otherwise I will not be able to hand out the finished copies at the event.

Copy for TTT I am in the fortunate position of having far more copy for this issue of TTT than was actually needed. Not that this should stop you from sending more in! I am really grateful for the wonderful support I get in terms of really good articles. It is YOU the readers who make TTT a success – all I do is put it together!

Dealing with Traders I promised in May's TTT that we would repeat some advice given in one of the early issues of TTT on dealing with suppliers. The good news is that Secretary, Chris Sundt, has been beavering away and has produced quite an extensive document, which will need to be agreed at the July committee meeting. The bad news is that I really cannot do justice in summarising the document in the time available to me. However, I will attempt a broad outline below. We have yet to decide how to make this available widely to members. It cannot really be printed in full in TTT as it would take up a goodly proportion of a single issue. It could be reproduced in parts over three issues and this will be considered. It could (and should) be uploaded to the website and it could be made available in hard copy format to members who request it as long as they send a stamped addressed envelope – remember those?

The guide is in three parts; a general section covering areas common to all types of transaction; a section which covers specific points to consider when selling a car through a trader; a section which covers specific points to consider when having work done on your car (or parts of it, such as an engine rebuild).

If I were to highlight the single most important message, it is that it is **vital** to have a written agreement, which can be referred to in the event of things going wrong. Following on from this is the desirability of having an estimate for the work, if at all possible, and an agreed mechanism for notifying and agreeing changes which were not included in the original agreement. Effective communication is the name of the game and there should be no nasty surprises when the bill arrives (allowing for the fact that you would probably prefer not to tell your partner how much you have spent!)

The heading of this item might appear a trifle threatening to traders; this is not the intention and the guide recognises that there are two parties to any agreement. A one sided “agreement” is of no use to anybody.

My only regret is that we did not have this guide before, for whilst much of it is common sense, it is surprising how common sense sometimes goes out of the window!

Spares News There is a potentially useful lead regarding the TD/TF brake drums which I am following up and I should be in a position to say whether the project will definitely go ahead (with prices) by September's TTT.

Another batch of TA*/B/C Kingpins has been produced and there are currently 19 sets in stock. The price for the set (including wrapped bushes, thrust washers with eccentric groove and cotters) is £70 plus a £5 donation to the Register. *not early TA.

I am currently obtaining prices for the TA/B/C front spring pin, and front and rear shackle pins for the TC. Prices will be less than those charged by a well known supplier (not one of our advertisers) and with the parts that I supply you will be given the material specification and know that they are made in the UK.

I need to make it clear that I supply these parts outside of the 'T' Register and they are sold on a totally non-profit making basis. The primary objective is to supply good quality spares at affordable prices and at the same time, to make some money for the Register. If members have a requirement for other parts, particularly if they are not available through the trade, please get in touch and I will be pleased to consider getting them made.

Advertising on the Website You can now put 'Cars for Sale' and 'Spares for Sale and Wanted' on the website yourself. The adverts come straight to me for "authorisation" (just to check for any bogus adverts). This partly explains why no adverts have appeared in TTT recently. Having said this, we do have the following from a member who does not have e-mail or Internet access:

List of usable parts for a 1954 TF: Four (4) hubcaps (no badges) quite good, as used on new ones; Stainless exhaust system (good); Red trim, wings to body (good); set of chrome strips and clips for running boards (small dents in the odd one); Two (2) plates under doors, alloy (fair); Two (2) chrome brackets for petrol tank straps (fair condition); one (1) black (faded) mohair tonneau cover, does not leak, zip OK. Any reasonable offer accepted. Phone: 01865 862573.

Last, but not least, the photo on the **front cover** was taken by Paul Albèrt at Silverstone last year. The rear end belongs to Peter Edney's employee Neil, who is trying to find out if there is any way second gear could be fixed after it decided to leave the gearbox, as it couldn't handle 150 bhp. The little girl is Peter's daughter Poppy; she is five years old and already has a passion for MGs. She can tell the difference between a TC and TF and she's been helping Peter clean parts in the garage so she is learning her trade just as he did 35 years ago.

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