

T REGISTER



Totally T-Type



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XPAG Specials on the grid - Goodwood Revival 2009



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THE EDITOR

November already! This tells me that it's subscription renewal time for 2010. As previously mentioned, there is **no increase** for next year. We have a healthy balance in the TTT account which should absorb the foreseeable cost increases (mainly postage) in 2010. Just to reiterate; TTT is self funding and any surplus is used as a "cushion" against the need for future subs increases and future increases in expenses. It is produced on an entirely voluntary basis and the four cost items (printing, postage, envelopes and labels) are kept to a minimum. The Editor, who also distributes the magazine is always on the lookout for ways of paring expenses (as instanced earlier this year by using a Royal Mail contract to halve the cost of overseas postage).

Enclosed with this issue of TTT you will find a subscription renewal form. Please attend to it promptly so that I do not have to send out a reminder. Reminders cost money and time! Some subscribers have asked for a direct debit facility. As the man responsible for gathering in all the payments I actually think that this would make more work for me. There is also a potential downside in moving to direct debits because a surprising number of subscribers send cheques in excess of the asked for subscription.

Do you recall the turn of the century when there was an almighty panic that computers would stop working due to the change from 1999 to 2000? It scarcely seems like yesterday to me – surely a sign of getting old! It does however serve to remind me that my "contract" is due for renewal after the March 2012 issue of TTT. If I can survive until then I will have produced 50 issues of TTT. You can always 'pension me off' if you wish (actually, I'm due to receive the State Retirement Pension in October 2011) but as matters currently stand I might want to carry on – we shall see.....!!!!

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'T'REGISTER NEWS (Compiled by John James)

PAST EVENTS

SCOTTISH BORDERS TOUR 17/18/19 AUGUST 2009

I have not received a report of this event but I gather that it was very successful despite the weather. A 'thank you' letter from the organisers, John and Claudette Bloomfield, was published in September's TTT.

THE AUTUMN TOUR 11/12/13 September 2009

Forty two cars made it to the Moorland Links Hotel, just outside the village of Yelverton in West Devon. The number of cars was well down on previous years due to the limited capacity of the hotel (we filled the hotel).

Organisers, Geoff and Annie Matthews had mapped out some challenging routes, perhaps aptly summed up by one of the participants when he remarked that this was the first time ever that he had been able to pick blackberries from both sides of the car!

The Saturday run took us to Princetown (known for its high security prison), Widecombe-in-the Moor (immortalised in the Devonshire folk song "Uncle Tom Cobley"), Chagford (one of the four *Stannary Towns* where the tanners brought their metal for assay and stamping) and back to base via Powdermills (the site of a 19th Century gunpowder factory).

On the Sunday run we crossed the Tamar into Cornwall and stopped off at the National Trust property (beautiful old Tudor House) in Cotehele for coffee. It was then on to Minions (the highest village in Cornwall) for lunch and a choice of routes for the afternoon with the more adventurous doing a tour of Bodmin Moor and the more conservative enjoying a shorter run to Morwellham Quay (a World Heritage site).

For me (and I guess for everyone else) the magic of the 'T' Register Autumn Tour is the *camaraderie*. T-Types bring us to the hotel and out on the runs and T-Types bind us together socially. The highlight of the weekend is always the gala dinner on Saturday evening where the awards are presented. In the absence of Register Chairman, David Butler (David had not long returned from the Scottish Borders Tour) President, Mike Lugg deputised as Master of Ceremonies. Mike is always such good value for money on these occasions and regaled us with one of his freshly composed poems, which chronicled the highlights of the Tour so far. He then proceeded to present the trophies.

Three trophies are presented at the gala dinner; these are the Montague Burton Cup, the Malcolm Hogg Trophy and the Secretary's Award.

The **Montague Burton Cup** is presented to the 'T-Typer', who in the opinion of the Register Committee embodies, by his/her use of the car, the true spirit of T-Type motoring. It was awarded to Malcolm Sayers (a previous recipient). Malcolm is well known for putting in more miles in his TD in a month than most of us do in a year. However, he needed a new challenge and so he purchased TC Chassis no. EXU 7498 off eBay in March 2008. Malcolm takes up the story:

"I totally stripped the car to a bare chassis, checked, shot blasted, repaired (welded by front engine mounts). Then fitted gusset plates on the inside of the chassis, from the front engine mounts to the front spring shackle mounts (as is mentioned in Mike Sherrell's book).

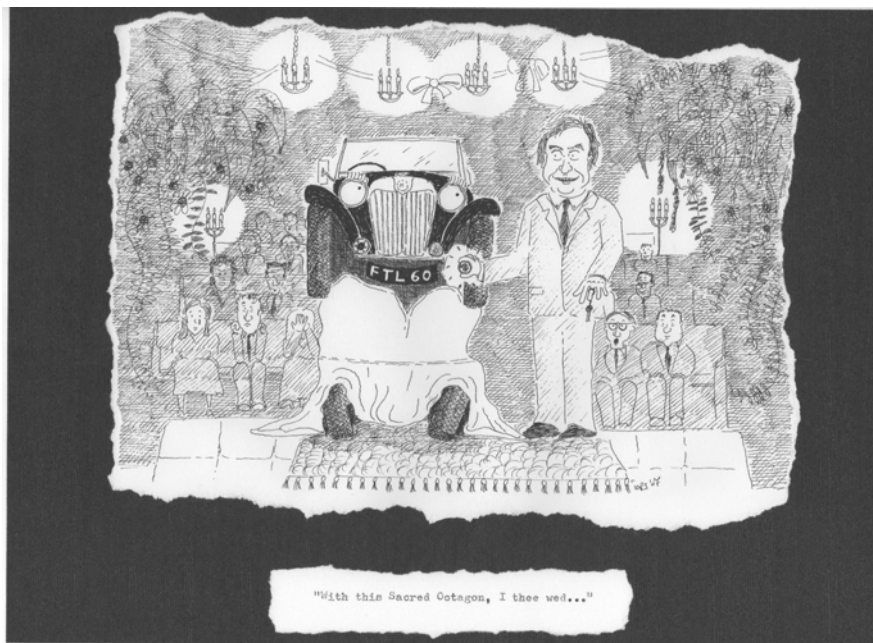
I fitted a Hutson body tub owing to my lack of woodworking skills as much as anything else. The engine was bored to 1350cc (+100 'thou) balanced with a lightened flywheel, a Crane cam with a big valve head running about 9:1 comp. A 5 speed gearbox was fitted (Hi-gear). Midget diff assy fitted so I can have a choice of ratios because I hope one day to "have a go at hill climbs" with it.

I did everything on the car apart from painting the tub and wings because it's 2 pack. I did paint the bonnet and scuttle though, I could hold my breath long enough for that!

The car was finished in mid January 2009, and I left for a holiday in New Zealand. While I was away my son arranged for the car to be MoT tested and on my return at the end of March I drove it locally to put about 3,000 miles on the clock to make sure it was OK. Then in early May we set off to Sicily for a rally with Piero Fusaroli from the MG Car Club of Italy. The car drove perfectly with no problems covering at least another 3,000 miles".



The **Malcolm Hogg Trophy** is a very fine trophy in memory of Malcolm Hogg, a past Chairman of the Register, a keen racer and an accomplished restorer. It was with the latter attribute in mind that the trophy was awarded to John Steedman, who has recently handed over the Treasurer's reins to Gillian Smith. John, a welcome contributor to TTT with his series of articles "Notes From a Rebuild....." (his latest article appears on page 15 of this issue) has set the standard for TC restoration and anybody who has seen TC0301 (FTL 60) would surely agree. Toby Steedman has obviously noticed dad's dedication to the cause and drew the cartoon below. The print at the bottom of the cartoon is very small, so if (like me) you cannot read it the "inscription" reads "With this Sacred Octagon I thee wed....."



The recipient of the **Secretary's Award** is chosen entirely at the whim of the Secretary. More often than not it is awarded to somebody who has worked selflessly for the Register but might otherwise not be noticed. The award is a quarter size steering wheel mounted on a plinth and made by the apprentices at Abingdon. It has sufficient free play to replicate the wayward tendencies of some Bishops Cam steering boxes.

The well deserved recipient this year is Roy Miller, Register Historian and 'our DVLA man'. Roy has worked tirelessly at both jobs and many a T-Type owner has had cause to be grateful to Roy for obtaining the registration of his or her

T-Type which has been off the road for several years and is not recorded on the central Driver and Vehicle Licensing Authority's (DVLA) computer.

Your Editor also has cause to be grateful to Roy because he writes superb articles (his latest appears on page12). Indeed, his article on XPAG/XPEG oil leaks at the rear main bearing (TTT – Issue 21 – May 2007) is one of the best I have seen.

Here's a photo of Roy and his wife, Pam just leaving Morwellham Quay in their TF1500.



Well that's it for the presentation of the awards and I apologise for going on at length, but the recipients deserve to be recognised.

Following the presentation of awards there were a few surprises in store.

When in Widecombe I had noticed a group of the ladies on the Tour obviously 'plotting' something. When song sheets were given out after the presentation of awards I realised what they had been 'up to'. They had dreamed up new lyrics to the Devon folk song "Uncle Tom Cobley" for the Tour participants to exercise their vocal cords after dinner. The first verse of the folk song is reproduced on page 8 and this is followed by the new lyrics; as you will note, the final verse pays tribute to Geoff and Annie Matthews for organising a great weekend.

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Tom Pearse, Tom Pearse, lend me your grey mare,
 All along, down along, out along, lee,
 For I want for to go to Widecombe Fair,
 With Bill Brewer, Jan Stewer, Peter Gurney,
 Peter Davy, Dan'l Whiddon, Harry Hawke,
 Old Uncle Tom Cobley and all,
 Old Uncle Tom Cobley and all.



Annie, Geoff, Annie, Geoff lend us your roadbook,
 all along, down along, out along lee
 so we can go to Widecombe Brook,
 With TAs, a TB, TCs, TDs and TFs,
 and MG Club members and all,
 and MG Club members and all.



Oh where, oh where has our leader gone?
 all along, down along, out along lee,
 We do believe that he has gone wrong!
 With TAs,.....



Our leader got to the top of the rise,
 all along, down along, out along lee,
 and in the road some cows he espies,
 With TAs,.....

The cow jumped in front and she nearly did die,
 all along, down along, out along lee,
 if that had happened we surely would cry.
 With TAs,.....



Our story ends happily as you can tell
 all along, down along, out along lee,
 thanks Geoff and Annie "didn't they do well"
 With TAs,.....



Further reporting on the Tour will have to await another issue due to space.

PRACTICAL SKILLS WORKSHOP (PSW) 17th October 2009

The PSW held in the Performance Engineering Centre at the Bicester Campus of Oxford and Cherwell Valley College was really enjoyed by the 40 participants. They were split into two groups of 20 with one doing the welding session in the morning, one doing the XPAG engine session and then alternating for the afternoon.



The welding session under the expert eye of College Instructor Peter Reeves (pictured) gave participants the opportunity to practice their skills at Gas welding, MIG welding and, if they wished, TIG welding.

The facilities (and instruction) really were first class and our thanks must go to Peter for spending the day with us and for facilitating our use of the college.

Whilst the welders were busily engaged, the XPAG engine group, located further down the corridor was keen to learn all about head and valve gear removal and replacement, grinding in the valves and discussing camshafts and cam followers. Under the watchful eyes of the three group leaders, Roger Wilson, David Butler and Roy Miller, who each manned a work station, there was much useful exchange of ideas. Indeed, this was probably the best feature of the XPAG session and a 'hands on' session certainly facilitates such interchange.

Thanks must go to Graham Brown and David Butler for masterminding the whole event and to Roger Wilson 'lead XPAG Instructor' for planning the XPAG sessions and "rounding up" the cylinder heads, valve gear and blocks for the practical sessions. Here are a couple of 'action shots' from the XPAG sessions:



Roger Wilson pointing out how rear main bearing leaks can occur



Register Chairman, David Butler removes a valve and valve spring

FUTURE EVENTS

'Rebuild' 2010 20th March

The date of 20th March is now confirmed and the venue is also confirmed as the Performance Engineering Centre at Bicester, Oxfordshire.

We should have a full programme to publicise in the January issue of TTT and the February "Safety Fast!"



THE AUTUMN TOUR 10th/11th/12th September 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) . The Tour organisers are Graham and Sue Brown [graham.sue358\(at\)btinternet.com](mailto:graham.sue358(at)btinternet.com)

You are strongly advised to book the hotel now – just mention the MG Event. Bookings are coming in thick and fast and at the time of writing, 42 rooms have already been reserved. We would not wish to disappoint anybody, but at the rate bookings are coming in, we may have to.

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) Grant and Barbara have identified a super hotel – more details to follow.

75th ANNIVERSARY OF THE TA

2011 will be the 75th Anniversary of the TA. It will be upon us sooner than we think!

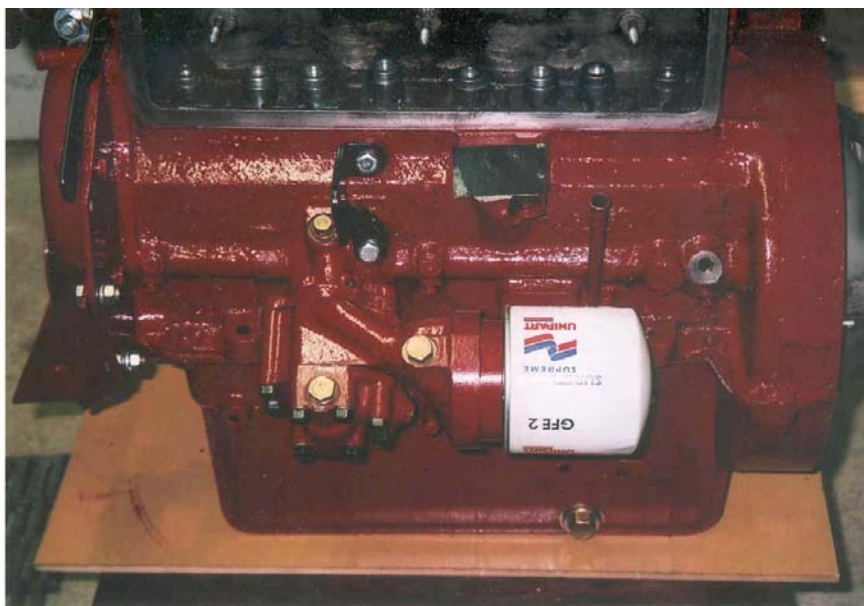
50th ANNIVERSARY OF THE REGISTER

Believe it or not, but 2013 sees the 50th Anniversary of the Register – it does not seem very long ago that we celebrated the 40th Anniversary!

Fitting a TD/TF oil filter adapter (Engine XPAG/TD2/14224 onwards)

These adapters, allowing the use of a modern spin-on filter, are now available from a number of sources including John James who buys them in from Bob Grunau in Canada and sells them on a non-profit making basis, but with a request for a small donation to Register funds.

When rebuilding my TF1500 engine in December 2006 I took the opportunity while the engine was out of the car to fit one of Bob's adapters (see photo). John has had a number of enquiries about the fitting of the adapter and has asked me as a satisfied user to pen a few words about the best way to proceed. I make no claims for being a professional fitter and much of what follows comes from Bob Grunau himself.

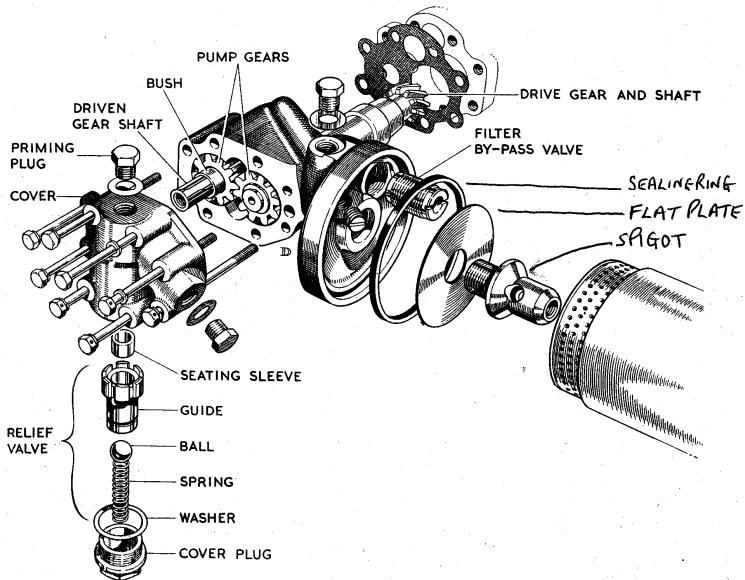


The oil pump assembly on the TD/TF is neatly sandwiched between the engine block and the left hand chassis rail which makes any work on it something of a trial due to the restricted access and difficulty seeing what you are doing. TF owners without a hoist or garage pit will know exactly what I mean as you are forced to work through the removable under wing panel. In my opinion it is the restricted access that can lead to fitting difficulties but with a little patience and care satisfactory results can be achieved.

The following procedure assumes that the engine is in the car and the adapter is to be fitted at the same time as an oil change is being done. The used oil will have been drained from the sump and the original equipment oil filter canister removed as described on p.42 of the Operation Manual (handbook). When doing oil/filter changes I always lay out lots of newspaper on the garage floor and have plenty of clean rags handy to catch the inevitable spillage.

1) With a sharp pointed tool pick out the used gasket/sealing ring/seating washer from the groove in the rear of the pump body and discard it. Do not be tempted to turn it over and reuse it! Ensure the groove is clean, dry and free from any obstruction which might prevent the new sealing ring from sitting perfectly flat in the groove.

2) Place a 3/8" diameter rod through the spigot (see illustration) that secures the flat plate in position and unscrew it to remove both from the pump body. Take care to store with the filter canister assembly in case you later sell the car to a member of the "Originality Police"!



3) Fit a new sealing ring of the correct size to the clean groove. These rings normally come with the old type replacement filters in 3 sizes, 0.068" (too thin), 0.088" fits nicely into the 0.090" groove and 0.118" (too thick). I have been unable to buy these rings separately so if you know a source of supply, do pass it on.

4) This step is important to avoid oil leaks. Either smear a film of clean oil onto the face of the sealing ring or leave dry and smear with Loctite to provide a breakable joint. The objective is to allow the rim of the adapter to seat evenly and squarely on the flat surface of the sealing ring as you carefully screw it into position until it is hand tight. Check to see that the sealing ring has not distorted in the groove and that the adapter is evenly spaced to the pump body around its circumference. Finally tighten to 25ft-lbs using a 1" socket spanner.

5) The new spin on filter may now be screwed on and firmly hand tightened.

For the late TD/TF, a spin on filter having a non-return valve is beneficial as the filter is horizontal and under extreme circumstances oil could possibly drain out of the spin-on filter.

The writer has successfully used the following filters:

Halfords HOF 202 and Unipart GFE 2.

It is understood that the following equivalents are also available:

Fram PH966, Motaquip VFL 101, Crosland CRO 642, Cooper Z25, and Wix WL7098 but I have no experience of these.

6) Finally, when starting up after the oil change, immediately check the adapter to pump body and new spin on filter joints to ensure that a leak has not occurred. At 45/50 lbs. pressure it does not take long to create an oil lake on the garage floor!

Roy Miller 02.10.2009

Ed's Note:

Thank you Roy for this useful 'how to do it' article!

I have one of these adapters (item on the left of the photo) in stock at £35 plus a £4.50 donation to the Register. Please contact me (address details on page 38) if you would like it.



I also have a few of the TB/TC/early TD oil filter adapters (item on right of the photo) in stock. The price is £60 plus a £6 donation to the Register. Please contact me if interested. Both types of oil filter adapter are sold on a non-profit making basis. Both types of adapters have been supplied by Bob Grunau.

Conduit Correctness

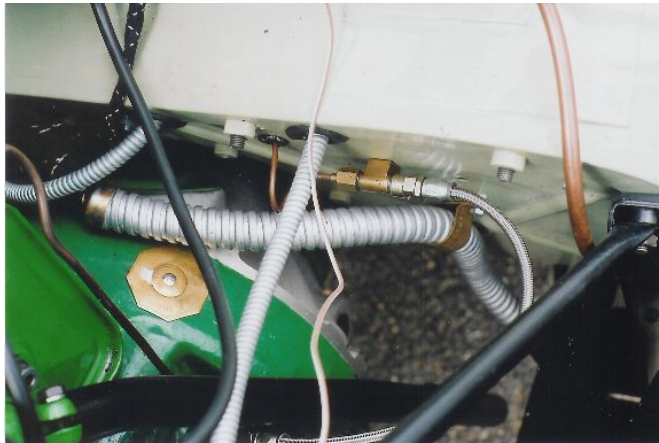
Not as easy as it looks

Looking at some of the “professional” TC restorations at Silverstone this year, I couldn’t help noticing that at least two had taken a short cut with the wiring. They had left out the metal conduits between the chassis and the wing supports. A few weeks later, I realise why.

TCs left the factory with 4 conduits protecting the wiring:-

The “big one”

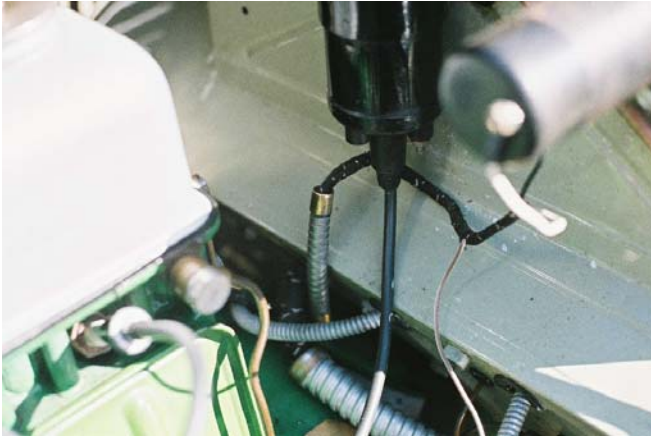
The most noticeable conduit protects the main wiring loom between the chassis (fourth opening from the front nearside) and the centre top of the foot ramp. (See right Pic) My original is made of 16” of 7/8” galvanised steel conduit, finished with brass end-caps (1” o/d and 1/2” long). It is fixed to the firewall by a 7/8” brass P-clip.



Restoration: After years of neglect, this conduit was badly corroded, however I found that by inserting a dowel (broom handle) through its length and putting it in tension by taping the brass ends as far apart as it would stretch, I could mount the whole assembly on the workbench and wire brush back to the bare metal. I then applied silver Hammerite to give the finish shown. In retrospect, I would have used the same treatment as I later used on the small conduit: that is have the whole piece galvanised and then polish off the zinc from the end-caps to reveal the shiny brass.

The most important thing to know about this conduit is **you can’t fit it over the wiring loom once the loom is finished.** You must send it to the loom maker for him to incorporate as he makes up the wiring. Fortunately this stricture doesn’t apply to the other three conduits.

The “tiddler”



This small conduit has always been a mystery to me. It is 4" long and made of 7/16" galvanised steel conduit (See left Pic.). It also has 1/2" long 1/2" o/d brass end-caps and covers the wiring to the coil and fuel pump at the point

where it rounds the corner between the foot ramp and the bulkhead . I can only imagine it was intended to stop this wire chafing against the metal (!?), as there is plenty of other unprotected braiding under the bonnet.

As most of these “tiddlers” have disappeared over the years, originals are quite difficult to find. I eventually located mine via a most generous “t-abc-llister” Mike Goodman, who was closing down his MG business in Van Nuys, California. He also let me have an original Guarantee Plate for the cost of the postage. MG is truly the mark of friendship (and generosity!). As noted above, this piece was easily brought back to new by brushing, zinc plating and polishing the end-caps.

The two lighting conduits

These two conduits span the gap between the front cross-chassis wiring loom and the lower elongated holes in the wing supports. Their length is not critical, but each should be somewhere around 12" long.

In my original rush to get TC 0301 completed before Silverstone 2003, I hunted everywhere for the appropriate conduit from electrical wholesalers. They all told me that they would only sell it in 25 metre lengths. As a result I compromised with domestic shower hose, which although quite smart and acceptable, offended my “Student of Originality” tendency.

When I first dismantled TC 0301 in 1967, I noticed that this conduit extended well into the wing support: the rust remains were lodged there in evidence. This time around, I found that I could buy the appropriate conduit in 1 metre lengths from Paul Beck’s Vintage Supplies. Their 12mm

conduit fits neatly into the slot and is (just) big enough to accommodate the 4 cables and cotton braiding that go to the lighting. Most of us have installed indicator lights, so the fit is on the tight side.



Installation: I found that the best

way to get the wiring and braiding through the conduit, up the stays, through the wing metal, into the headlamp bracket, and to the lights was the following:-

1) Take the arm of the loom going to lighting and pull everything into straight line. You will find that, starting from the chassis end this will go through the following sequence:

- cotton braiding covering four cables (for indicator, sidelight, dipped and full headlamp)
- cotton braiding covering 2 cables + uncovered sidelight and indicator cables, after they branch out from the braiding
- cotton braiding covering 2 headlamp cables
- two bare cables, after they leave the braiding

2) Get some nylon filament (as used in lawn strimmers) and lay it alongside the last 18" of the above "branch". Then using insulating tape and starting from the chassis end, bind the filament and loom together as tightly and smoothly as possible, eliminating any "bumps" that could get snagged.

3) Loosen the wing stay / headlamp bracket

4) Pass the filament through the conduit, up the stay, through the bracket and gently pull the loom through afterwards.

5) Once you've teased everything through, removal of the insulation tape and filament takes a minute.

6) Retighten the headlamp bracket and finish connecting the lamps.

The final result should be neat, professional looking and original.

Happy fettling!

John Steedman [johnhwsteedman\(at\)aol.com](mailto:johnhwsteedman(at)aol.com)

Paul Beck Vintage Supplies: www.vintagecarparts.co.uk

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Front Cover – XPAG Specials at Goodwood Revival 2009

Ten XPAG-engined Specials competed in the Madgwick Cup race (for Sports-racing cars under 2 litres of a type that raced between 1948 and 1955) on the Saturday of this year's Goodwood Revival meeting.

The two highest placed XPAG-engined Specials were Alex Quattlebaum in the Leco MG and George Edney in the Lester. Alex just held off George for ninth place by a whisker. Both of these cars were lapping at nearly 82mph and clocking over 100 mph through Fordwater and down the Lavant Straight. (not bad for a 70 year old engine!) and it has to be remembered that the XPAG-engined Specials were competing against some cars with 2 litre engines.

The race was won by a Maserati A6GCS and three other Maseratis finished in the top eight. The winning Maserati averaged nearly 88mph with a top recorded speed of nearly 122mph. Fastest recorded times by XPAGs were 111.3mph (George Edney) and 109.3 mph (David Clewley in the Parson MG).



The drivers L-R David Clewley, Chris Pamplin, Tim Patchett, Bob Allen, Leco crew, George Edney, Alex Quattlebaum, Howard Maguire, George Cooper, Stuart Dean.

NO OIL PRESSURE? – CHECK THE GAUGE!

If you are like me, you will keep a watchful eye on the oil pressure gauge as you drive along. It is force of habit and goodness knows how many times I will take a quick glance at the gauge even on a local journey.

Whilst on the Autumn Tour and in deepest Dartmoor, Stewart Penfound, driving his Lester MG, noticed a gradual falling off in oil pressure over a distance of approximately half a mile going downhill and pulled in as soon as he could as the gauge descended to zero. Fortunately, as is usually the case on 'T' Register Autumn Tours, help is seldom far from hand and both Colin Pamplin in his TC and Ron Drake in his TD stopped to render assistance. As Stewart had trailed the Lester on the long journey from Brighton it was decided to go back to the Tour hotel at Yelverton and fetch the trailer; Ron volunteered to drive Stewart back to the hotel to pick up the trailer.

"See you in an hour or so" were the parting words to Julie and Denise, the respective good ladies of Stewart and Ron; "an hour or so" was at least trebled and our weary travellers arrived back at the hotel just in time for dinner.

With the Tour over and Stewart back in Brighton he e-mailed me to say that whilst he hadn't looked at the car yet he suspected that the source of the problem was the oil relief valve playing up. He had experienced this before and the moral is DON'T clean out the oil gallery as it dislodges little bits of solidified carbon which then get into the oil system AFTER the sump pick-up, but BEFORE the filter. They then find their way through the oil pump and stick on the ball valve, preventing it from shutting properly. The result is a gradual falling off in oil pressure until there is none left.

A week or so later I received another e-mail which read as follows:

"Sorted the Lester's lack of oil pressure today! Nothing registered on the gauge after stripping down and cleaning the oil pump relief valve so, as oil had pumped out when turning the engine after priming the pump, connected up a spare gauge and, lo and behold, an instant 60 psi. Whilst unscrewing the feed pipe from the gauge in the car, the needle fell off... Glued it back on, fired up the engine, problem solved.

Interestingly, when starting up cold, the gauge never showed more than 35 psi, then, as the oil warmed up, it eventually got to about 45. I put that down to the fine mesh gauze round the oil pickup (it sits on the bottom of the cut-down sump) making the thick oil more difficult to suck through. It now reads 60 straight away; seems it was the needle slipping all the time!"

Stewart also asked me to thank Ron Drake through the medium of TTT for being a Good Samaritan. Well done Ron and thanks to Denise for the wait!

T Series Electrics and Fault-finding

Peter Cole presented the following at 'Rebuild' 2009. As many T-Type owners will not have been able to attend 'Rebuild', your Editor thought it would be useful to include it in TTT.

It is worthwhile starting any discussion on Electrics by revisiting the basic relationship between **Volts**, **Amps**, **Ohms** and **Watts** for those people whose first language is not 'Electricity'.

In an electrical circuit, whether it's a T-Type car or anything else for that matter, the element that causes current to flow is the source of voltage. In our case it is the battery (or batteries on the TA and TB), which has a nominal voltage of 12 Volts. When a load is applied, whether it is a side lamp or fuel pump, current will flow out of the battery through the load and then return to the battery via the chassis. The lower the resistance of the load the greater will be the current.

Volts, Amps and Resistance are related by **Ohm's Law**, which states that the current in a circuit is equal to the applied voltage, divided by the circuit resistance. The product of the current that flows through the load and the voltage across it is power, measured in Watts. Thus Volts, Amps, Ohms and Watts are all directly interrelated. If two of the four quantities are known the remaining quantities may be calculated. To save us remembering these relationships they can be found from the PIRE wheel shown below:

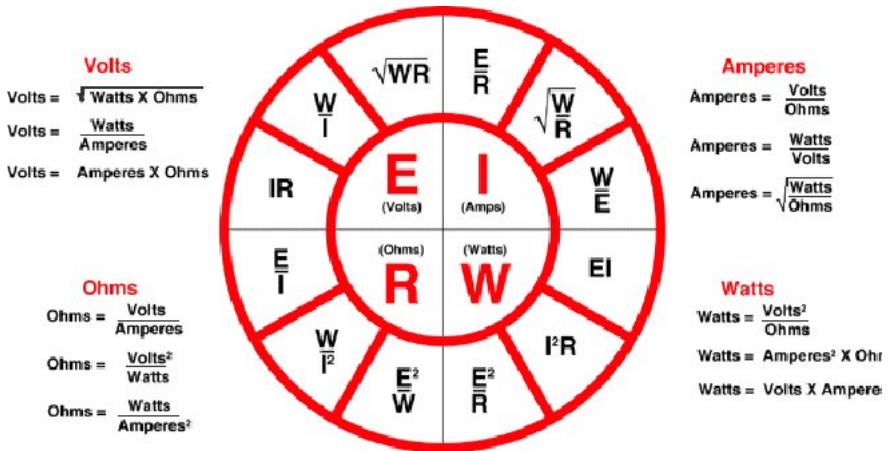


Fig 1. The PIRE Wheel

To begin any serious fault finding you really need to equip yourself with a means of detecting the presence of DC voltage at the very least. This could be a simple test lamp, but more likely today probably means a **digital multimeter**. These can be bought for little more than a couple of pounds¹, although you may wish to spend a few pence more and splash out on one with a continuity buzzer² for less than three pounds. This can be especially useful when laying upside down in the footwell to check the continuity of something behind the dash panel.

The big advantage of a modern digital multimeter is that it is pretty indestructible, nor is it fussy which way around the probes are connected. If the probes are swapped when measuring a voltage, for instance, the meter will simply prefix the measured voltage with a minus sign, which for the purposes of fault finding around a car can be ignored. This is infinitely better than bending the pointer around the end stop of an analogue meter, which tended to happen with monotonous regularity.



Fig 2 Correctly and Incorrectly Connected Multimeter.

A multimeter will also measure current and resistance. The resistance ranges are particularly useful for verify that components such as the ignition coil, the fuel pump and all of the lamps used on the car are intact. It is also invaluable for measuring continuity enabling an unintentional break in a circuit to be located.

To verify that an ignition coil for instance is good the multimeter can be set to an appropriate resistance range (the lowest range for the primary and a higher range for the secondary) and the resistance of each winding read directly as shown below. Typical readings of a good coil are shown in Fig 3 (over the page),

It should be noted that even if the resistances quoted are correct a coil may have internal faults which cannot be detected with a multimeter but certainly if it fails these preliminary tests it is really only useful as an interesting paper weight!



**Fig 3 Typical Resistance Readings for a 'Good' Coil.
(Primary 4.7 Ohms, Secondary 3880 Ohms)**

The SU pump will have a resistance of between 4 to 8 ohms, depending on whether it is a low pressure (TA, TB, TC, TD and very early TF) or high pressure (the majority of TFs) variety. If it appears to be open-circuit remove the Bakelite top and measure directly across the coil wires. In the unlikely event of the coil itself being open-circuit, then the pump is indeed dead. In which case, due to their inventive spares pricing policy, the cheapest option is to buy a whole new pump from Burlen Fuel Systems³. More likely however, the coil will be intact and the points require cleaning, adjusting, or replacing.

The multimeter is also useful for checking any of the lamps used around the car. Often the filament of a lamp can appear to the naked eye to be intact but can be defective. A multimeter will tell you immediately if it is ok or not. One word of warning here: lamps appear not to obey ohm's law.

Typical the resistance of a bulb measured with a multimeter will have a resistance much lower than expected. This is because the temperature rise of the filament when operating causes its resistance to rise significantly.

Thus a 40W head lamp will have a 'hot' resistance of

$$R = E^2 \div W \text{ (from the PIRE Wheel)} \quad \text{or} \quad R = 144 \div 40 = 3.6 \text{ Ohms}$$

but, the measured resistance of a 'cold' bulb may only be a tenth of this figure.

Note that when attempting to measure very small resistances such as a lamp filament it is first necessary to measure the resistance of the multimeter leads themselves. This can be done by touching the probes together at the tips and noting the reading, which typically might be half an Ohm or more. This figure is noted and deducted from subsequent resistance measurements. When measuring higher resistances where the odd half Ohm or so is insignificant this is of course unnecessary.

Generally speaking the electrical system of our cars is pretty reliable considering that original components will now be at least fifty years old and sadly many reproduction components are of dubious quantity. Ignore comments made by our American cousins who love to refer to poor old Joseph Lucas as 'The Prince of Darkness' and tell amusing jokes like:

“Q: Why do Brits like warm beer?”

“A: Because Lucas makes their refrigerators!”

which, of course we know is untrue, on both counts. An important fact to recognise is that in any electrical system the most unreliable components are always the mechanical ones. These include the switches, connectors and the component or cable terminals, which all exist in what is a very hostile environment where they are exposed to repeated cycles of moisture and heat inevitably leading to corrosion. Corrosion leads to high resistance, which can stop any circuit from operating correctly, or in severe cases stop it working at all. Switches will also fail eventually of course due to the wear and tear of repeated operation. So it is always to these areas we should direct our attention (after first checking the lamp filaments of course!).

A classic example of this is the **distributor**, which is essentially a switch. Unless the points are regularly cleaned and adjusted the ignition will fail, which is probably the most common reason for an engine stopping, or

refusing to start for that matter, and certainly the one that cannot go unnoticed.

Whilst considering the distributor it is important to ensure it provides the correct **ignition advance curve**. Advance is provided by bob weights inside the distributor body, the movement of which is governed by two springs. The lighter of the two springs is effective from tick over until around 2000 rpm at which point the heavier spring takes effect up to around 4000 rpm above which the weights are constrained from further advancing the ignition by the distributor base plate. Next time you renew the points it is worth checking that the bob weights are free to move, that the light spring is just under tension, and the heavier spring is slack on its mounting posts. Check also that the two holes in the base plate are of the correct diameter. An 'exploded view of a typical T-Type distributor is shown in Fig 4 below.

M.G. WORKSHOP MANUAL

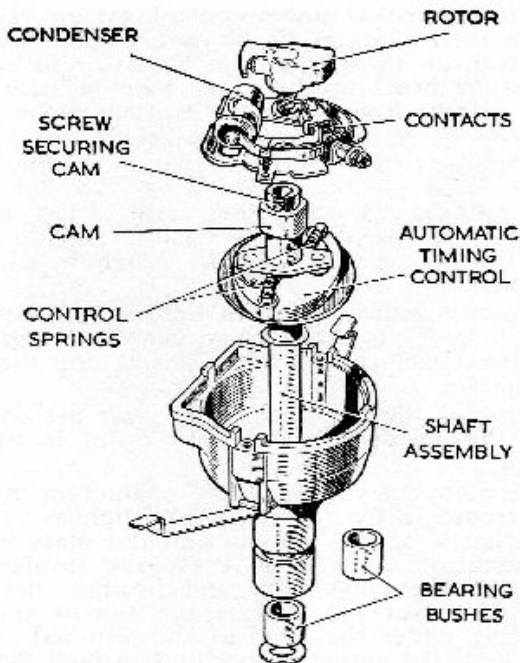


Fig 4 A Typical T-Type Distributor

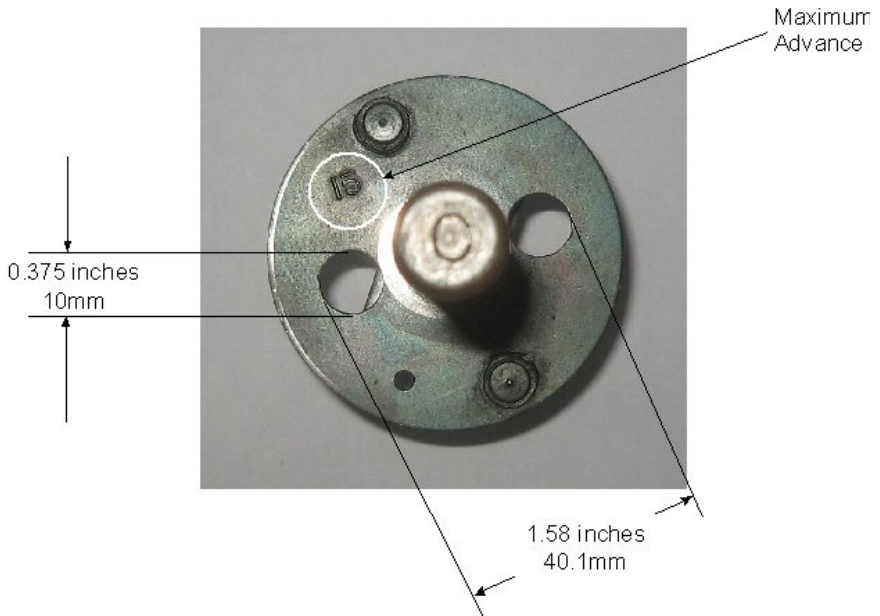


Fig 5 Underside of the Distributor Base Plate stamped with the maximum advance.

The '15' stamped on the underside of the plate refers to the maximum distributor advance of 15 degrees. Since the distributor is driven at half engine speed the resultant advance at the crankshaft is 30 degrees. This stamping cannot be seen of course without dismantling the distributor but the size of the two large diameter of the holes can be checked once the contact breaker plate and the bob weights have been removed. The two holes should be as shown in Fig 5 and is correct for all T Types except very late TDs and TFs where the maximum advance is 25 degrees at the crankshaft. By now there is a good chance your distributor may have been replaced with one of the many similar looking units made by Lucas which might have a different advance curve, or possibly even one with no advance at all if it came from a small petrol driven generator set.

Incidentally the 'C' seen stamped on the end of the distributor shaft indicates that this distributor is intended for clockwise rotation, which may seem a little odd as we all know that the T Type distributor rotates in an anticlockwise direction. Perversely Lucas specified the direction of rotation as seen from the driven end, not from the 'points' end with which we are all more familiar. It is vital that the distributor rotates in the direction intended so that the scroll cut into the shaft pumps oil back into the engine rather than lifts it up into the distributor body.

A final point to mention whilst discussing the distributor is that on the early T-Types provided with a micrometer to make small adjustments to the timing there was originally a wire link to ensure that the distributor body is reliably connected to the engine block. I would guess most cars have lost this wire now, but I would recommend refitting it. It connects from the distributor pinch bolt to the rear dynamo bracket.

Now a brief look at the **dynamo** itself. If you suspect that the battery is not being charged a couple of quick checks will reveal if the dynamo is operating correctly. Firstly disconnect both cables from the dynamo. Then measure the resistance of the between the field winding (the smaller of the two dynamo terminals) and the case. This should be about 6 Ohms. Then with both dynamo terminals joined together and the engine running at a fast tick over the voltage between the joined terminals and the dynamo case should be around 18 Volts. I have heard people say that this test cannot be carried out with a digital multimeter, but this has never been my experience. If the reading is erratic then you have to suspect that the brushes are not making good contact with the commutator or the commutator is dirty.

Note also that if the dynamo is a replaced or if you are intending to reverse the polarity of the battery in your car the dynamo must first be polarised. This is done by briefly connecting the field terminal directly to the non-grounded battery terminal. This is necessary because the dynamo is 'self energised' and begins to generate voltage using residual magnetism from the previous occasion it was used.

The correct dynamos for the T Series are as follows:

Model	Dynamo Type
TA	C45-N-V
TB	C45-N-V
TC	C45YV/3
TD	C39PV
TF	C39PV2

A final 'old chestnut' of early T Types is the slow running wiper motor. The first check here is to confirm that the motor is being supplied with the full 12 Volts from the battery by measuring the voltage at the motor terminal screws. If this is correct another cause may be poor lubrication of the gears and bearings. The photo overleaf shows a 'new old stock' motor I bought recently where the original grease had become solid. The result

was that the motor turned very slowly and would have almost certainly have failed very quickly if used in this condition. Once the old grease was removed and the gearbox re-lubricated with fresh waterproof grease all was well.



References

- 1) www.cpc.farnell.com, product code IN0564502
- 2) www.cpc.farnell.com, product code IN0565002
- 3) www.burlen.co.uk

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A Guide to Successful Working with the Motor Trade

September's TTT published Parts 1 to 3 of the Guide and promised that Part 4, containing some real life examples of good and bad wording and experiences, would be published in November's issue. Here it is!

Part 4 – Some Real-Life Examples of Good and Bad Wording and Experiences

This gives some examples of Good and Bad agreements. Typically the bad ones are what people all too often agree verbally while the good ones are what could be presented as part of a written agreement. A short section at the end lists some real-life experiences that have been seen that demonstrate the sort of thing you need to watch out for.

Bad	Good
<i>Work Description</i>	
Restore Car	Remove doors, strip to bare metal, repair rotten metal under doors, prepare for painting, paint Remove wings, strip to bare metal, replace rotten metal as agreed, prepare for painting. Paint <i>Further detail as necessary to cover all the work</i>
Rebuild Engine	Strip down engine. Inspect, prepare and get agreement to recommendations for rebuild. Machine components as agreed. Replace all worn parts (retaining such parts for inspection), including new bearings and bushes throughout, rebuild engine to agreed state of tune using appropriate parts as agreed in a separate schedule. Run up engine on a test rig prior to delivery.
<i>Price (see opposite page)</i>	

Bad	Good
Restore Car - £20,000	<p>Hourly rate £50</p> <p>Restore doors as per description of work: 3.5 hours, materials £50 (each door)</p> <p>Restore wings as per description of work: 7.5 hours, materials £75 (each front wing) 6.5 hours, materials £60 (each rear wing)</p> <p>All prices exclude VAT</p> <p><i>Further detail as necessary to cover all the work</i></p>
Rebuild Engine - £4000	<p>Hourly rate £50 (ex VAT)</p> <p>Strip down engine, check all components and list those for replacement: 10 hours</p> <p>Prepare all parts for rebuild of engine: 5 hours</p> <p>Re-assemble engine, including necessary machining: 15 hours</p> <p>Run up engine on test rig: 1 hour</p> <p>Parts as per list: £1000 inc VAT</p>
Rebuild Engine - £4000	<p>Standard Charge £4000 (ex VAT) includes complete strip down, check all components as described on attached list, replace all components on attached list, prepare all parts, rebuild engine, run-up and test on rig. Once engine stripped down, advise on any other work needed but not covered by the standard charge before proceeding.</p>

Bad	Good
<i>Sub-contracting</i>	
We may subcontract part of the work	We will contract XYZ Ltd to rebuild the prop shaft under our direction at an agreed price of £150 inc VAT.
You are responsible for rebuilding the prop shaft.	You will arrange for the prop shaft to be collected from our premises and rebuilt at your expense to a schedule to be agreed. We will not be responsible for any fault attributable to failure of the prop shaft.

Extract from a well-formed quote covering one part of a major bodywork repair:

RH Front wing.

Remove front wing; scrape back underbody coatings from rear of corroded area forward of wheel arch, lower leading edge to front peak.
Grind surface rust revealing corrosion, surface blast if suitable, cut away severely corroded areas creating clear margin. Fabricate replacement section, seam weld sections into place, grind flush and prepare reshape and prime area locally.

Strip and refit 3.5 hours

Metalwork 6 hours

Paint preparation 2 hours

Paintwork 5.5 hours

Total of work 17 hours

Paint charges £112:50 inc VAT

Note: Customer was provided with photographs of the relevant area after stripping back to bare metal, after removal of the rotten metal, after welding in of the new metal, after preparation for painting and after painting with, at each stage, effort used to date and any anticipated changes to the original estimate.

Some Real-life Examples of Poor Practice

People have found parts of the bodywork of their car being fitted to other cars in work – such as bonnet sections and scuttles.

There have been cases where a trader has claimed to have rectified faults on a car on commission sale but has not been able to produce any evidence of the original fault (for example, claims the brakes needed relining without producing the worn shoes, or where the owner had recently relined them).

Costs for major bodywork painting or major restoration increased significantly over the original estimate, but without any detail justification for the additional cost.

Costs agreed verbally for a total restoration increased about 50% on presentation of the invoice with no prior indication that costs had increased.

The costs were Ok, the work OK but the trader did not include VAT in the estimate so the final bill was 17.5% higher than budgeted for.



The advertisement for NTG SERVICES is enclosed in a brown border. At the top, there are three line drawings of vintage cars: a large open-top touring car on the left, the NTG SERVICES logo in the center, and a smaller classic car on the right. The logo consists of the letters 'NTG' in a stylized font inside a shield-like shape, with the word 'SERVICES' below it. Below the logo, the text reads 'new webshop @ **mgbits.com**'. Underneath this, the address is given as '282-4 Bramford Road, Ipswich, Suffolk, IP1 4AY'. Contact details include 'Tel: 01473-406031/2', 'Fax: 01473-743133', and 'sales@mgbits.com'. Two more vintage car drawings are positioned on either side of the contact information. At the bottom of the advertisement, the slogan 'Experience, Expertise & Excellence' is written in a bold, italicized font. Below the slogan is a row of six logos: 'BRITISH MOTOR HERITAGE APPROVED', a circular emblem, the MG logo, a circular emblem, the Riley logo, and the Wolsley logo.

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.

Living with a TF – Bob Marshall

It was after graduating (I read agriculture) that I persuaded my father to reluctantly stump up the £350 to pay for SKR 647, bought from Mr Callaghan in Sidcup. It then spent the subsequent months belting around the Peak District, notably going several days a week to the Devonshire Arms in Ashford which luckily, was the rendezvous for like minded chaps (this resulted in good times partying in Sheffield et al – where are they now?) and blasting up and down the M1.

The big ends went twice; once north of Derby when it was bodged up by a garage in Bakewell and secondly at Fenny Bridges (Honiton). Beacon Service Station charged £39 plus to fit an exchange crankshaft. Pennies were short, so only the bottom end was rebuilt. My brother took the TF up to London for a new hood and managed to strip the layshaft at Hyde Park corner. Lex garages towed it in and then totally stripped the gearbox leaving the engine hanging on its front supports. A visit to L. B. Spares at West Kingsdown (Sidcup) – the car breakers who for years had a Wolseley Hornet on a post - produced a gearbox from a Y type - £15 and it has lasted.

The TF was an excellent 'bird puller' (ask Mrs Marshall about its effectiveness). Mrs Marshall or Miss Chapman as she was then, was and is, a dab hand with a spanner, preparing the body for painting and timing.

The hard winter of 1963 showed how good the TF was in snow – it had excellent grip and directional stability on ice and snow. (Ref p 46 *MGs on Patrol* – P.C. Alan Cockcroft of the Kent Constabulary, in a personal letter, commented that the police used it to pull cars out of snow drifts).

Those were the times when one could leave an MG parked overnight on the back streets of Wolverhampton and leave it for hours in Soho knowing that it would be untouched and nothing 'nicked' even without a tonneau cover. Driving in London at weekends was fun as the crackle of the exhaust echoed against the buildings of Chancery Lane or Earls Court.

A company car saw the TF stored for over a year and after we were married it came out and was "restored". A nitride steel crank was fitted, the engine balanced and the body went to a coach builder in Heathfield. They were chosen on the basis that they were building an Aston Martin Ulster but 18 months later the quality of this work became apparent as the paint discoloured and the newspaper packing (to replace rotten wood) fell out!

Mrs Marshall used the TF as her everyday transport but one evening between Burwash and Etchingam overtaking a bus she realised she had misjudged it as a blind corner loomed up rather quickly. She made it and years later she drove from Grenoble to Le Havre at well over 100 mph; slowing only for the peage. This was not in the TF but in an early MGF.

Tucked away in rural Sussex were interesting cars - in Burwash Common the local garage had a Bugatti Type 37 and the village garage in Lamberhurst housed a Bugatti, a Bentley and assorted vintage Alfas, Maseratis and similar. (They aren't there now – the owners moved to Buxted and became one of the cream of car restorers; building an Auto Union from scrap for VW).

Sadly one November evening a tree decided to jump out in front the TF creating a car with a shorter wheelbase on the nearside than the offside.

The chassis went to Brighton Station where under the arches a father and son straightened it by heating and deftly used cold water. Meanwhile Tim H. (who worked in Mark Cross Garage – an MG centre TC racing) had a coming together in his TD with a Citroen when in France. I bought it for £80 with the purpose of making one car from the remains of the TF and TD. A new radiator, shell, wing and headlamps for the TD produced an excellent car. In nearly 40 years there was no need to touch the engine and when it went in for a rebuild there was no pick up on most of the wearing parts.

Moving to Suffolk saw some work on the TF – the chassis was taken to a Nissen hut in the middle of the fens where it was shot blasted and hot zinc sprayed – the zinc is still there giving A1 protection. Eventually it became a rolling chassis. The TD was used for frequent trips to the Broads where we sailed a wonderful clinker built boat which in spite of its size and weight would, even with the slightest breeze gather up her skirts and skim across the water. In Suffolk the TD was well repainted by Selfe Bros in Angel Lane in Bury St. Edmunds. The father smoked like a chimney and had a terrible shake but could paint a straight line down the side of a Rolls.

In the 1970s it was acceptable to deposit two small children on the parcel shelf (of the TD) to visit friends at Matching Tye. Coming back from Essex one evening the engine caught fire at Nine Mile Bottom (Newmarket), which was put out with a coat that had been in the car for some time. The children were unfazed by the fire but alarmed by the livestock contained in the coat – a very surprised and angry mouse leapt out!

During these years getting spares was not easy. BMC/BL were uninterested. In Walton on Thames was Withams (who had new original body panels for Ts), a shop run by an old couple (what was their name?) in the Sutton area, Toulmins and Richardsons about whom, the less said the better. In Suffolk we were lucky, NTG were in Ipswich and across the fens were Beers. Almost all parts can now be obtained within 24 hours from several suppliers – how things have got better.

A move to Dorset saw little progress with the TF; growing children, pressures of work and ponies taking a higher priority. However both daughters learnt the rudiments of driving on the TD by racing around the paddock.

And so to Bath! The TD was occasionally used and the TF languished until our eldest daughter took a keen interest in cars. She began to go to various events in the TD and her enthusiasm persuaded me to do the same. When they were very young our daughters had been promised the TD and TF for their 21st birthdays. I now came under pressure to get the TF on the road. A new tub and other parts were obtained and as a result of some successful share speculation funds were available. The car went to Bristol for final fitting and painting. So we had two roadworthy T-Types.

Both were regularly used until after one Kimber trial the TD was in a slightly battered state. This and body rot and other symptoms of old age resulted in the TD being put up on blocks awaiting a rebuild. Space is the restricting factor – my days of squeezing under, inside and beside a car are over.

In 1999 we drove the TF to the Haute Provence (Puget Theniers) much to the alarm of all of our family so it was very satisfying to send postcards announcing our faultless and quick run (480 miles in 10 hours – Cherbourg to Roanne). In 16 days we did 2400 miles and burnt 400 litres of petrol. The next year on a visit to Loan I thought I detected a knock but wiser, more experienced heads said tappets. In the summer we went back to Puget with no problems but in the autumn in Brittany near Vannes an end ran. So after a restorative cognac we retired to a good restaurant for a 5-course lunch awaiting the depannage. Hurley Engineering of Bath rebuilt the engine and a Newman cam was fitted. Now elle va!

The TF is still used but no so often – the purchase of a GT has relegated it to an occasional. The GT is more suited to taking dogs to France – more space and the dog cannot get out of the car in the ship's hold.

In the spring of 2008 we with many other T-Types went to Belgium. Strictly speaking we tried to go to Belgium. Sadly the distributor drive failed and the following debacle is etched in one's memory. Back home the engine came out and went to Hurleys. A new camshaft, timing chain and other items made up a large bill.

Driving a TF (or similar) means that you meet many people, which doesn't happen when you are in the latest 'Eurobox' even if it has all the gizmos.

Owning, using and repairing the TF (and TD) has been a mixture of fun, dread, blood and frustration but overall FUN. We now look forward to grandchildren driving them. **(Sue Marshall in the £80 TD back in 1976).**



SPARES UPDATE

First, the good news! An order has been placed for 20 main leafs for the TC front road springs. These are being made with a 5/8" formed 'eye' to enable a 1/16" leaded bronze bush to be fitted. The main leafs will come fitted with the bush. Price is not yet fixed, but expect to pay around £30 plus £5 donation to the Register plus carriage.

Depending on support, complete springs can be supplied for TA/TB and TC. An initial order for three sets of TC front springs will shortly be placed. These will come bushed.

Expressions of interest please to John James (contact details on page 38).

Please Note: These leafs and springs are made by an old established road spring maker using PROPER material.

More good news! The TA/B/C front spring pins went for heat treatment on 28th October and should be just about ready by the time you receive this copy of TTT. The TC shackle pins should also be ready at the same time.

The not so good news is that I did not receive a quote from the supplier for the TD/TF brake drums. The supplier is nervous about the reliability of castings and does not wish to quote. However, a new possibility has opened up concerning TA/B/C brake drums. If you are interested in some new TA/B/C brake drums, please contact John James (contact details on page 38).

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New TA/B/C Stub Axles Tim Patchett has had another batch of new stub axles manufactured for TA/B/C. They are made from EN36B billet steel and heat treated to 72 tonne tensile. Price is £600 per pair. The material spec and certificates are available at cost. Phone 07876220175 or 01484 845038 e-mail [happy.people\(at\)virgin.net](mailto:happy.people(at)virgin.net)

TA/B/C Stub Axle Spindles The Editor has five pairs of these which have made their way over from Canada and arrived by special courier at the 'T' Weekend on Dartmoor. They are for sale at £50 per pair plus a £10 donation to the Register.

For Sale TA radiator matrix £50; TC distributor DKY4, 10 tooth, good condition £65; Set of 4 TD original door hinges £40; TA/B/C spare wheel tripod £30; TA/B/C track rod, complete with ends £45; TA/B/C front and rear hubs £10 each. 01953 688259

Wanted XPAG sump, also rocker shaft (the long one). Ron Ward 01422 823649

Wanted A bow and top for my TC [info\(at\)stormgarden.dk](mailto:info(at)stormgarden.dk)

For Sale One only, new softback copy of Malcolm Green's. T-Series Restoration Guide. 'Oddment' in the Register's Regalia stock £15 plus £2.50 postage. John James (contact details on page 38).



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Those were the days.....!!

(Some extracts from old T Register Bulletins)

Winter 1967 "BMC Special Tuning Department at Abingdon have a few competition (hard setting) Andrex front shock-absorbers left in stock. They are intended for MGA, but will suit TF (and possibly earlier, with suitable mods., but I'm not sure about this). Part numbers are Right-hand: CAHH 5609; Left-hand CAHH 5610. These are normally fitted using a packing piece, CAHH 5570; the packing is no longer available, but drawings will be supplied so that they can be made up. The price is £3.18s per shock absorber. There are just twelve pairs left...."(posted by F. Wilson McComb)

Spring 1969

For Sale 1950 TD Black, MOT to 1970 £200 with 9.3:1 big valve head and 1½" S.U.s C.J. Harris, 38 Links Avenue, Gidea Park, ROMFORD

For Sale TC one owner for the past 6 years; Taxed and tested £220. T Register No. 982. Mr D. Hutchison, 36 Specton Avenue, Acklam Hall Estate, MIDDLESBROUGH.

For Sale 1947 TC suitable for restoration; Price £50 or offer. Mr P.G. Hamm, 39, Delaware Crescent, CROYDON CRO 7BW.

For Sale TA one owner last 4½ years. Taxed and tested. Good tyres. TC engine overhauled last August; ash frame replaced and majority of bodywork rebuilt in aluminium; very original, except for TC mods. £180. J.C. Roberts, 40 Eltisley Ave. Cambridge (or Pembroke College, Cambridge)

Wanted Jerry Birkbeck wants a Y type at about £60-£90 and a TC up to £110. Would like a sunshine roof on the Y type; 2, Upper Cope WARWICK.

Wanted John Tanner wants a TC. Can only offer £50. Fayner House, Epsom College, Surrey.

Wanted Mr D. Saunders, Oakwood, 2 High Street, MALDON, Essex wants a 1949 TC in original condition; is now prepared to go up to £300 for the one he likes.

Summer 1970

For Sale 1951 TD; 12,000 miles since £100 engine overhaul; Heater, radio, twin spots, 4 nearly new and 1 new XAS £300. Mr. B.R. Holden, "Lillybank", 30 First Avenue, Newton Hill, WAKEFIELD, Yorks.

Wanted T-Type for re-building; about £50; Mr Barnes, c/o B. Lacey-Malvern, 7 Truro Drive, EXETER EX4 2DY.

More "bargains" will be published in January's TTT!

T REGISTER OFFICERS 2009

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.....		
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Totally T-Type		

In the January 2010 Issue of TTT

It's not always easy to forecast what is going to be included, but we could have something on:

- Leaf springs (TC0750 still has its original springs)
- A fascinating article from Doug Pelton on the 'Thirtelite'
- Water flow within the XPAG block (this will include the useful tip from Eric Worpe which we could not include in this issue)
- A selection of questions asked of TD/TF Technical Specialist, Barrie Jones and the answers provided
- TC fuel consumption – how John Saunders has improved his
- An interesting article by John Marks on the colour of M.G. dials
- The arrangements for the 'T' Register stand for Stoneleigh in February
- Some more "blasts from the past"

This should keep me going for the January issue!

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2 X DOUBLE T-TYPE RACE CHAMPIONSHIP HOLDERS

TYRE FITTING

WIRE WHEEL BALANCING

TECHNICAL ADVICE AVAILABLE (WITH BROAD SHOULDERS FOR SOBBIING ON!)



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