

T REGISTER



Totally T-Type



ISSUE 4

JULY 2004



Peter EDNEY



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THE EDITOR

Well, we're past the longest day and now it's July and the summer appears to be slipping away! I don't know about you, but it seems to me that events have a habit of "creeping up" on you and before you know it, they are here and then gone. Take Silverstone, for example – not so long ago it seemed ages away, but now it's almost on top of us and I'm nowhere near ready!. Perhaps it's my age.....

I've not really had a good year with the cars, so far. I was really looking forward to taking the PB to Luxembourg, but some unexpected problems with the engine rebuild put a stop to that. The TC is currently out of action due to a misfiring problem. I've got all the parts – all I need is the time to fit them!

I'm afraid it's back to 32 pages this month. The main reason is that I wanted to finish TTT early in order to get it to you before Silverstone. Additionally Mrs J is temporarily "evicting" me from my study (the 4th bedroom) tomorrow (Sunday 11th July) as she is having a new carpet laid. Absolutely nothing wrong with the one that's down (only been down 20 odd years) but I know better than to complain, since, if I do, I am swiftly reminded of all the money I spend on M.G.s! Anyhow, I thought it better to finish the magazine today (Saturday), because disconnecting and moving computers, printers and scanners is a risky business and I don't want to lose all my work. So it's now finished and ready to go to the Printers on Monday, 12th July.

Please note: Peter Edney's e-mail address (opposite page) has changed to: peteredney@powernet.co.uk

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T REGISTER NEWS

REGISTRATIONS

New registrations continue to trickle in. These include a TB – a rare find indeed! Our databases are probably more up to date now than ever before, but there is no room for complacency and we'll continue to beaver away at them.

In the May Issue, reference was made to the responsibilities of the two Registrars. I should have mentioned that in addition to looking after the TA/B/C models, Stewart Penfound also maintains the Specials Register. I also overlooked mentioning that Rod Sawyer looks after the Tickford Register, so apologies for the oversights! Not forgetting David Butler (TD/TF Registrar), we actually have three Registrars.

SILVERSTONE 2004

You should receive this issue just before the Silverstone event. If you are attending this year, please do come along to the Register Stand, which will be situated in the main MG Car Club marquee. Also, please don't forget the Register 'get together' at just before 6.00 pm on Friday in the Specials marquee in the tented area in the competitors' paddock.

THE AUTUMN TOUR

Our "Autumn Tour man", Graham Brown, has just about finalised everything for this year's event, which is being held in the Derbyshire Peak District on the weekend of 17th/18th/19th September. He has recently typed out the draft Roadbooks and the routes are having one more final check to make sure that you are not told to turn left when you should be turning right (as happened last year on at least one occasion!)

It is still not too late to book for the tour and we especially welcome any day visitors on the Saturday or Sunday. You don't have to come in a T-Type but we would rather you did. Graham Brown graham@isisbedford62.freserve.co.uk or telephone 01234 358729 has all the details.

REBUILD 2005

It's never too early to start planning for a 'Rebuild' event, as immediate past organiser, John Steedman, will tell you. This year, Peter Cole is organising

proceedings and I know that he already has ideas 'up his sleeve' to make next year's event a resounding success.

Whilst on the subject of 'Rebuild', I've received the following from Bob Marshall:

"Why does this event stay stuck in St Neots? This is very convenient if you are a large fen farmer, or live in St Neots or Ramsey Forty Foot, but not very convenient if you live in Chaddlehanger or Sedburgh. Why doesn't the 'Rebuild' event become peripatetic, allowing the denizens of Garstang and St. Kew to participate?"

I understand what Bob is getting at (it's a long way for me too Bob!) but it's perhaps a case of "if it ain't broke, don't fix it" or, more positively, we really do have a winning formula at St Neots, as instanced by recent attendance figures. That is not to say that we couldn't get the same turnout elsewhere, but "someone" would have to find equivalent or better facilities, not forgetting that an army marches on its stomach. Trouble is that this "someone" is usually very hard, if not impossible, to find, so nothing gets done and we stick with the status quo. I am also not aware that there is a groundswell for change and, by the way, we did get attendees from Denmark and Switzerland this year!

Bob also makes a point about the venue for the Annual General Meeting (AGM) and I quote:

"The attendance at 'Rebuild' is limited and the AGM is held immediately afterwards. Thus, if you don't or can't get to 'Rebuild', it is very unlikely that you will attend the AGM. Why doesn't the Register hold its AGM at Silverstone (like other Registers) when more members can participate? Perhaps this would produce more volunteers for Register tasks, as they would/could be involved."

In reply, (and, like the comments on the 'Rebuild' venue given above, this is a personal view and not the Committee's) I have some sympathy with the sentiments expressed by Bob. 'Rebuild' is a long day, especially if you come from afar, and the AGM makes it even longer. Whilst not every Register holds its AGM at Silverstone (some hold the meeting at Kimber House) it has some attraction by virtue of the fact that there will be quite a few Register members at the event. However, not everybody attends for the three days, so choosing the right day could be tricky, as might be dragging everybody away from the attractions. I can visualise a scenario whereby you could have a potential number of AGM attendees of less than at 'Rebuild' and an actual number of far less. Notwithstanding this, I will ask the Secretary to put this matter on the agenda for the next but one meeting. In the meantime, if anybody else has a point of view to express, you know where I can be contacted.

A Real Good Read

There is nothing quite like a Continental Classic Tour. I have just returned from France with my T-type from an event I have attended for the last 4 years. We are a group of 10 cars, this way you get the best rate with the ferry, and we block book the same hotel each year. The event is supposed to re-enact an ancient Grand Prix around the cobbled streets of a French city. Unfortunately as the years go on, the event grows larger, replica/kit/non-classic cars dominate and the rules are growing more stringent and now prevent a real good thrash around a super circuit.

Our group works very well together, we meet up for a night in Dover, have a ceremonious curry at the 'Light of India', before catching the Seacat the next morning to cruise down the back roads of northern France, arriving at the hotel early evening. We use the golden rule of convoy, that is, you watch out for the car following you, to make sure we don't get split up. We did have one vehicle run out of fuel on this leg of the trip but I will not go into the whys and wherefores of this incident, except to say that you don't want to be looking for petrol in rural France at midday. There are penalties for incompetence and the group benefited from a couple of rounds at the expense of the fuel-less ones.

What has all this got to do with a real good read?

I recently read a super little book called *The Last Road Race* by Richard Williams available from the Telegraph book club (0870 155 7222) and other bookstores, priced £9.99 ISBN 0-297-64558-7. It is about the last Grand Prix, the 1957 Pescara, held on a public road circuit. The insight, detail, photographs and passion are absolutely fabulous and you really need to read it if you have an ounce of petrol in your blood.

It gave me an idea on how I could spice up our group pilgrimage to France, why not have our own little road race? (Now you know why I write this anonymously, it's to avoid prosecution - please do not do this yourself; you could end up in a large heap of trouble.) We had eight entrants ranging from MGA's to a Frazer Nash Le Mans and they were sent out at 2 minute intervals on a 74 km circuit of quiet French roads at 6 am on Sunday morning. The rules are simple, complete the route quickly and safely and your time is recorded. As this event is for gentlemen, no route checks are made; it is assumed that you have taken no short cuts. To your time are applied handicaps for engine size, radial or cross ply tyres and front drum or disc brakes, the final result being announced at the evening dinner with the prize being a copy of the said book. This was universally voted one of the highlights of the tour, but please do not attempt to do this yourself, instead, get a glass of red wine, read the book and revel in the tales of Moss, Fangio, Brooks, Brabham, Salvadori, Vanwall, Maserati, Cooper, Ferrari and others..... stunning!

Regards,

Tangerine Terror

Tony's T Type Tips #001©

XPAG Porous Sump Castings

I came across this problem when I built up a spare engine, which is now in my TAC (A mixture of TA chassis and TC driveline). I built this engine from a Wolseley 4/44 XPAW unit, which is similar to a round hole TF block, and head. The Wolseley sump is a totally different casting and is not suitable for TB/C installations. As I did not want to steal the sump from my original TC engine, I had the choice to either purchase a reproduction sump casting or try to find an original TC sump. I managed to obtain an original which had been bead blasted clean on the outside and looked in good condition. This was duly fitted to the Wolseley block and the engine installed in my TAC.

Within a week of use there were considerable oil drips on the garage catch tray and my wife was politely pointing out the Dalmatian effect this was having on the block drive. First thoughts were to the rear main but I had checked the tolerances and concentricity of the oil scroll and bearing cap and they were OK at assembly as was the new front lip seal. On closer examination, the sump looked as though it was 'sweating' engine oil, which in turn was forming into oil droplets on the sump fins before heading earthwards.

Out with the engine, this engine is well trained, all I need to do now is whistle, and like my dog, it lays at my feet. The oil seals and other joints were inspected and found to be OK, so off with the sump. The only conclusion I could reach was that the sump casting itself was porous. If you consider that it is now 55+ years old and has suffered the rigours of salty British roads, this is not surprising. I later met someone who told me that this was a common problem with cast aluminium chip frying pans that with repeated heating and cooling, develop the same porous syndrome over time.

So what to do, buy a reproduction sump or repair the original? My local machine shop that works with aluminium castings had mentioned that it was possible to repair porosity. So onto the 'Net' with Google and a search of 'casting porous' found the Loctite website which offers this service. I made a call to them and then visited their Wednesbury facility where they impregnated my sump!

The process submerges the casting in a resin filled vessel, which is evacuated to create a vacuum. This draws all the air out of the casting pores so that when the vessel is returned to atmospheric pressure, the resin is forced into the casting pores. The casting is then dried of surplus resin and cured. The result is a non-porous casting that looks exactly the

same as it did before the process, with no contamination of threads or machined faces.

Sump back on engine, engine back in car, 100% success with the driest XPAG I have ever built!

So if you too have tried everything to cure your XPAG oil leaks, take a look at the sump casting and if porous, call Loctite on 0121 505 3120 and ask them very nicely if they can help you. Make sure you have your sump professionally cleaned before having it impregnated because Loctite are in the business of new mass production work and they will turn you away if you present them with a dirty casting. They did the work for me as a favour because they are not set up for one off's, but if you are polite and not too demanding, they are courteous and helpful people who will do the work for a fair price.

Tony's T Type Tips #004©

XPAG oil leaks

This is probably one of the most talked about XPAG issues and there have been numerous articles on this subject, but despite this, I came across a new concept, well it was to me, at the 2002 Practical Skills Workshop in Bristol and have added this to my car. I did not conceive this myself and I do not recall the name of the originator but credit to you whoever you are. Why not write in and claim the glory?

Before I go into details of this modification I just need to have my say on the old chestnuts. In general, I only use Wellseal on paper/card/cork gaskets, it is what I was brought up on and it is still the best. I also use it on the studs and bolts which go into oil or water passages on the XPAG block. An exception is the cork rocker cover gasket which gets a smear of Loctite Ultra Black to 'glue' it to the head face only. I use a modern lip seal, also installed with Ultra Black, at the front in place of the original rope seal and providing you relieve the timing case groove this gives excellent service. I also use a smear of Ultra Black around both sides of the inlet tracts of the manifold gasket and in the corners of the rear main cap to sump gasket area. Please, please, use sealers sparingly, there is nothing worse than to see oodles (lots) of red Hermetite oozing out of a gasket joint.

I have tried the continuous lip seal on the rear of the crank and used speedy sleeves and I have never achieved a good seal, it is often worse. In my opinion these seals are only fit to be used as Frisbees. I have had to bolt half a Duckhams can under the bellhousing drain hole to catch the oil. The best seal at the back is a well tolerated original scroll that is still concentric to the main bearing journals after any regrind.

I also Wellseal both sides of the head gasket but you need to select head gaskets carefully. Make sure the combustion chamber flame rings are very slightly proud of the rest of the gasket so they seal as they are compressed. I have seen some new head gaskets where these are thinner than the remaining gasket area. Also check for even swaging of the gasket around the water holes.

So what is the miracle fix? Well, it works on the principle that if the pressure in the crankcase is slightly lower than atmospheric, then the oil will be positively encouraged to stay in the engine. I do this by adapting a 'B' series crankcase breather valve to the rear of the XPAG inlet manifold balance pipe and connect this to the side plate breather outlet via a flame trap. I use a Wolseley 4/44 side plate for easier installation which also incorporates its own flame trap. My engine has one of the rare factory fitted alloy rocker covers and the breather hole is blocked off because I am using 1 ½ SUs with K&N filters. The best way to see how this goes together is to take a look at my car (FOY 30). This also eliminates the fumes from the breather pipe going to atmosphere so it is a 'Green' fix.

The net effect of careful assembly, the correct sealers, the right gaskets, a front lip seal, a good condition rear scroll, a non porous sump casting and this fix, is the driest XPAG I have ever built. It means you can park anywhere without incurring the wrath of the driveway owner, just need to fix the drip from the rear axle now and the one behind the steering wheel!

The photos (on next page) show the installation of the crankcase breather valve and all the valve parts are available from Moss and are shown in the MGB catalogue. You will need the valve, the manifold adapter, the valve bracket, a flame trap, various bits of hose, hose clips and a Wolseley 4/44 side plate but you could adapt the regular MG side plate with a little ingenuity.

The top photo is the distributor side showing the hose connection to the 4/44 side plate which runs to the flame trap at the back of the block.

The bottom photo shows the carburettor side with the valve mounted into the end of the inlet manifold balance pipe. This is a reproduction manifold which has a more substantial balance pipe end plug which is easier to drill and tap for the adapter. Again you can get this manifold from Moss as I prefer to modify reproduction parts and keep my original parts in storage and standard. You will also see there are aluminium heat shields to protect the valve and carburettor float chambers from the exhaust manifold. The hose runs from the valve to meet up with the other side of the flame trap but this is not in the picture frame. My car has a second SU pump so you should not have the proximity to the valve shown in the picture.



A Diary of TC use and maintenance (2) April 2004

I've been on the road over 2000 miles, and not another T Type seen yet. Apart from motoring towards Silverstone in the summer, I can remember almost every time I have seen another T Type when driving my own. A rare treat!

I must, must, must get the rev counter mended. It has started this silly business of winding right around the clock and staying at a reading of which my engine is surely incapable. Always very expensive; I thought I had just had mine done about three years ago, but the tag on the back says 1992. Tempus Fugit!

It is April 3rd and I am off to Leiston, near Aldeburgh, to drop my daughter on a week's music course (*the cost of this would pay for new TC upholstery and probably trim too, but never mind – I'm not telling her!*). Weather has clouded over a bit – AND, I had to stop when, for first time in about 10,000 miles (truly), the throttle link came apart from the carbs. It was a small village, and no cars following – in fact, no-one about – so no embarrassment.

My car is using less oil (or am I kidding myself?) Anyway, point to be made here is that the little pool on the garage floor looks worse than it *actually* is. Regarding worries about wiring loom rubbing against moving parts, I have checked it and used ties where necessary so am now fairly confident all will be well. I am hopeless at solving electrical problems and do not want them to occur if I can prevent them.

The battle with the handbrake problems goes on and I am trying to sort this out without buying new cables (which I feel may not resolve the problem in any case). There is movement in my cables, so they are not seized, but they are at least as old as I have had the car (32 years); the handbrake hasn't been checked since about '95 as my more recent garage never checked it at MOT – lucky me (or maybe not), but now I want it working. In any case, this matter has to be resolved prior to MOT in June at my new garage which will check the handbrake. Whatever happens, I shall not hurry this job. Never hurry a job on maintenance.

A drive to Sudbury, about 20 miles, newly dyed tonneau and screens looking good. A further 20 mile drive to Levington, to the lovely pub there overlooking the Orwell River, on these smooth Suffolk roads, warm breezes, all set for the drive to Abingdon next Sunday. I like to test drive before longer journeys, though shouldn't really need to as the car is being used regularly at present.

18 April; up early to put hood in place! I have to use the hood today, very wet. Turn off Holst's 'Rig Veda' on Radio Three, and no more radio for this journey (no radios in TCs now, are there??). Depart 0645, and very windy this morning but at least do not have to drive over the Orwell Bridge. When wet, and hood up, I always drive with driver's side screen out. Just looking now, oil pressure 60 before the oil warms up, and at this stage I keep speed down to about 50

(3000rpm; quite enough until really warmed up). Have to sit down in the seat a bit when the wipers are working, as the little holes they make for me to see through the windscreen are a bit lower than my usual level of vision.

Now 80 temp, 45 oil pressure; at a constant 60mph. These days it seems a sensible speed to drive as, since the HGVs have been governed to maximum 60mph, they are not constantly overtaking with all their spray and dirt. Mind you, a Belgian HGV has just come past me at 70 – maybe rules don't apply to their vehicles..?

After the A14, on to the A428, a gently winding and empty 'A' road – the perfect M.G. motoring conditions); on the A 421 and I have just caught up the car that overtook a while back. I prefer them to overtake rather than follow closely for miles; the trouble these days is that many drivers spend so much time on dual carriageways that the art of safe speedy overtaking on an 'A' road has passed most by. Not however, our esteemed T Register Chairman, Dennis, who drove me from Ampthill to Oxford where we had a committee meeting. He doesn't suffer the slow drivers any more than Paddy Willmer, as frequently reported in his SF editorials!

One great thing this year is that the TC doesn't constantly smell of oil. I can smell green pastures instead! It did for a long time; I eventually discovered the problem, the timing chain cover cracked where the sump bolt screws in! NTG provided me with a good 2nd hand cover, cheaply.

The derestriction signs, with oddly placed speed cameras below them, amuse me these days. Are the derestriction signs cancelling the previous 30, or 40, or even 50 speed limit or not? Of course, I realise we can't lawfully go as fast as we like... yes, but why not simply put 60, as they do on bits of the A303? Or 70, if it is a dual carriageway. Then we all know where we stand, surely...In any case, it frequently annoys me that so many people go slower than the speed limit if they see a camera warning sign. T Types get held up!

I had a good drive in further rain back home of our Chairman Dennis; a lovely drive despite the rain, and Graham Coles gave me a good new tip about preparation for rainy journeys– liberally spray WD40 over any bits of the car you want to protect from water and spray (not just electrical parts, but anything – hinges, steering links, bearings etc.)

Drive my daughter to school, St George's Day!! Pondered the left foot position, having read the TTT issue 2 article; funny, about twenty years ago my foot always fitted there. Now, only fits there easily with certain shoes. Other shoes mean that the foot is difficult to extract in time for use at, say, a roundabout. The Orwell has a lovely pong this morning (daughter holds her nose); the green fuel light is on, so tomorrow I mend the seeping sender unit as fuel level should fall below it.

Christopher Tinker

Dynamo Bearings

The cost of overhauling a TD/TF dynamo, provided it has no shorted or burnt out windings, should be about £10, which is the cost of replacing the brushes and the front and rear bearings. (TA/B/C may be a little more). Dynamo maintenance is not however listed as a regular maintenance item, and Malcolm Hogg's unfortunate experience with a seized dynamo bearing is probably not unique (*Totally T-Type* issue 2).

The ball race at the drive end of the Lucas dynamo is one of those "out of sight, out of mind" components that run without attention for years, and then give up suddenly. However, there is no need to run such risks, since replacement of this bearing is straightforward, and it is an inexpensive standard metric size which should be available from High Street bearing stockists anywhere in the world. Roger Furneaux can also usually supply these bearings. TA/B/C models have Lucas C45 units that use a 6203 bearing, and TD/TF cars have C39 units that use the 6202 bearing. The 6202 is also common to later MGs up to the advent of alternators.

If unattended, bearing failure will eventually occur as a result of the grease drying out. This process continues irrespective of whether the car is regularly used or not. The photo below shows a 6202 bearing removed from a dynamo "in good working order". The little grease that remains has the appearance and consistency of brown wax.



Dynamos are often not looked at until the brushes need attention, and with the usage patterns of most T types today, dynamo brushes will last far longer than the grease in the front bearing. I would recommend cleaning and repacking the bearing at 5 year intervals. Since

such diligence is unusual, it is preferable to replace the standard bearing with a “sealed for life” 6203-2Z or 6203-2RS (TA/B/C), 6202-2Z or 6202-2RS (TD/TF). Ask the stockist for a known brand, e.g. SKF, FAG, NSK, and if you buy a pre-greased bearing, ensure from the packaging that it was manufactured within the last year or two.

One reason that attention to the front bearing can be missed is that in some models it is retained by a plate that is fastened to the front cover by three or four rivets. Lucas clearly did not envisage that such components would need replacing, let alone being still in use 50+ years later. The rivets are however easily drilled out and the holes tapped to take

5mm set screws or similar: this will simplify future maintenance.



Photo 2 shows the inside of a C39PV/2 (TF) front cover with the bearing retaining plate fixed by M5 screws.

If your car has a replacement Lucas C40 dynamo, this used the 6202 front bearing, but retained by a circlip, which makes things a lot easier.

Examine the bronze bush at the rear of the unit. This is provided with an oil wick system, lasts for a long time and won't seize, but it will eventually wear until the rotor makes contact with the stator. Replacements are available from the usual T Type parts suppliers, as are replacement brushes. Soak the bush in oil for 24 hours before pressing it in.

David Butler

Ed's note: Apologies to those of you who receive a 'hard' copy of TTT, since the first photograph will not reproduce at all well. However, I'm sure you will get the general message.

NOTES ON THE TD MARK II

When the MG Car Company improved the design of the TD by fitting a larger 8 inch diameter clutch, they changed the engine number prefix from XPAG/TD to XPAG/TD2. These later cars are often wrongly referred to as TD2 models, which causes considerable confusion because the MG factory also produced a TD Competition model, which was often referred to as the "TD Mark II". I have attempted to produce a definitive list of the differences, and I publish it here in the full knowledge that someone will disagree with me. In particular, some early cars may not have had all the modifications, some standard TDs were uprated to Mark II specification after they left the factory, and some factory-built cars were built to individual customers' requirements (for example, at least one competition model was built with a supercharger). However, here goes.....

Only genuine factory Mark IIs have the letters 'TD/C' in the last column of the factory build record to indicate that they were Competition Models.

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

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

10. Later engines prefixed TD3 instead of TD2.

The engine changes resulted in an increase of about 4bhp, and the additional shock absorbers gave a much firmer ride. Changes numbered (1) (2) and (3) were later made standard on the TF.

Some cosmetic changes to the TD Mark II were announced at the Earls Court Motor Show in September 1952, and it was motor trade tradition that such a car would be referred to as a "1953 Model" even if the car had been made late in 1952.

The changes for the TD Mark II 1953 Model included:

11. Small black and white badge on radiator (instead of cream and brown).
12. Large black and white badge on spare wheel (instead of plain alloy).
13. Hub cap badges with a red painted background instead of plain alloy.
14. Additional Mark II badge on plinth in middle of rear bumper.
15. Chrome slats on radiator grille.

On the standard TD, the radiator badge was changed from brown and cream to black and white at the same time, but this same (smaller) badge was also fitted to the spare wheel.

The changes numbered (11) and (12) were also standard on the TF.

Barrie Jones

TA OWNERS' MEETING – SATURDAY 2nd OCTOBER, 2004 – THREE COUNTIES SHOWGROUND, MALVERN

We have secured a corner of the Showground to have another TA get together, where we discuss practical TA ownership. Since our last meeting, various problems have been experienced and these will be on the agenda – in particular, 3 brush dynamos and electrics. This is the weekend of the Malvern motoring event, so there will be all of the attractions of this major Show to look at also. We will get together just after lunch and I look forward to seeing lots of TAs. For tickets and more details, please contact Dave Heath on 01934 625242.

Restoring Headlights TA/TB/TC – A follow up to the May TTT article

The following has been received from Bill Hentzen, one of our many North American readers:

I read with interest the article on head light pots and the fasteners to replace the rivets. I use stainless unslotted truss head #6 or #8 screws and polish them. Polished stainless is a bit more yellow in color tone, but who can see below the pot? I looked at the usual UK sources, Namrick, John Worrall and Middleton, but did not see these fasteners in their stock lists.

There is a fine source for these bits here in the States.

Tioga Stainless % John McCabe
PO Box 565
Burlington Vermont 05402 USA
email: tiogastainless@attglobal.net
Fax: 802 655 8187
Tel: 802 655 9671

They have a \$5.00 minimum shipping charge, but no minimum order. Typical costs per screw is .30 plus the nut and washer. John is a most enthusiastic vendor and very accommodating to all size orders.

To hold the interior notched collar, there is a tabbed piece that is fastened to the exterior base with two #6 unslotted with a #3 round head. Also, there is the reinforcing piece on the bottom of the opening that is fastened with two of the same #6/#3 head. I usually trim a bit off the screw as they come in 1/2" lengths only.

This is the easy way I have found to solve the reassembly and if there are any questions would be happy to assist. This method works well with FT 27 and 462 lamps, also.

Many thanks!

Cheers!

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OIL FILTER ADAPTERS TO TAKE SPIN ON/OFF OIL FILTERS FOR T-TYPES

Having mentioned our North American readers on the previous page, here is another contribution from one of them - Bob Grunau in Canada. The background to this is that I asked Bob to clarify the issue of whether the filters should have a non-return valve, This is what he had to say:

"You can use either a non-return valve filter or plain filter with my adapter on the MG TB/TC/TD. The oil flow is correct through the adapter due to the cross drilling in the adapter to allow use of a flap/non-return valve without impeding oil flow from the oil pump. Non return valve filters were designed to keep the oil from draining out of the filter in some applications, ie the late MGB installation where the filter is installed with the filter connection pointing down. Oil could drain out of the filter and 'return' to the sump. Therefore needing the oil pump to pump the filter full before the engine received any oil or built up oil pressure. The non-return valve in the filter kept the filter full under this application.

In the TC installation, the oil cannot drain back out of the filter as the filter outlet/inlet connections are pointing up and the filter remains full even after extended storage.

In the late TD/TF application, the non-return valve is beneficial as the filter is horizontal and oil could possibly drain out of the filter element.

Just to clarify, the filter connection threads on my spin-on adapters for TB/TC/early TD and also my late TD/TF adapters are 3/4"-16 tpi parallel thread. In North America a very common filter is a Ford Taurus Fram PH3600 spin-on filter. This filter has an outside diameter of 3 1/8", length of 4 15/16" and connection of 3/4"-16 tpi parallel thread. Works very well for me. Apparently this filter is not available in the UK. So I suggested an MGB filter Fram PH966 as a reference. This filter is 3" OD, 3 3/8" length, connection 3/4"-16 tpi parallel thread. Personally, I would look for a spin-on filter with a 3/4"- 16 tpi inlet, approx 3" diameter, and length of about 5" to give more filtering area than the MGB PH966. Your filter supplier should be able to recommend several different suppliers or filter numbers to meet this specification. Sorry, I do not have access to UK filter numbers/information so can't recommend specific UK filters. However, if you give me the UK filter specifications I will be able to tell if it is suitable. Any other questions re which filters to use can also be directed to me.

Hope this clarifies the filter question.

Best regards,
Bob

Bob Grunau
150 Pinewood Trail,
Mississauga, Ontario,
Canada, L5G-2L1

A further query was raised by one of our readers, who had purchased the late TD/TF adapter. The question was: "I presume that I need to fit a large thick "O" ring in the original seal location to seal unit to pump? The answer from Bob Grunau was as follows:

"The gasket required is a square section gasket, 0.088" wide to fit into the groove in the oil pump. Please ensure the old gasket is totally removed from the oil pump groove. This may be the most difficult task.

Gaskets normally come with the replacement oil filters that fit into the old canister. Typically three gaskets come in the package, 0.068" (too thin), 0.088" which just fits the 0.090" groove, and 0.118" (too fat and will not fit into the groove).

I suggest a torque of 25 ft-lbs on the adapter using a 1" socket. Then hand tighten the spin-on filter.

Use a 3/8" rod through the old spigot to remove it as well as the flat plate. Neither are required now".

The following is a list of spin-on filters which your Editor has had notified to him from various sources:

FRAM PH3600 (North America)
FRAM PH2825 (New Zealand – and probably Australia)
FRAM PH966
HOF 202 (Halfords "own label" in the UK (has a non return valve)
HOF 203 (As above, but this is a plain filter)
MOTAQUIP VFL 101(offered as the equivalent of PH966)
CRO 642 (Crosland – offered as the equivalent of PH966)
Cooper Z25

The price of most of these filters seems to be between £3 and £5.

Finally, I have a spare late TD/TF adapter for sale at £25 including postage, or can be brought to Silverstone to save the postage (£2).

TB AND TC GEARBOX MOUNTING

An early T Register Bulletin (1969 vintage) contained an article on reinforcing the rather fragile cast aluminium gearbox backplate on the TB/TC which is prone to breakage. I can supply copies of this to anyone who is contemplating this repair, or, if there is demand, I could reprint the article.

Roger Corry from the Ulster Centre e-mailed me some photographs of the various stages when he tackled the job and I'm sure he would have used the aforementioned article. So here are the 6 photos which Roger sent:



The job in hand – to reinforce the fractured casting.

The two reinforcing plates made from stainless steel being fitted.





The two plates

The plates
bolted down



Pictures 5 and 6 – sorry they are smaller, but I needed to get everything on this page. You should be able to see some of the spacers which are required (four in total) in picture 6.

XPAG and XPEG block and head casting numbers

This article was printed in the May issue, but it has since been updated. The updating is in bold type)

As most T type (and Y type) owners probably know, the XPAG engine was originally derived from the 1140cc XPJM engine fitted to the 1939 Morris 10/4 series M. The block of this engine, with bores of 63.5mm and the familiar oval water transfer holes, had a **post-war casting number of 24144 (pre-war not known)**, although the numbers did not always actually appear on the block. To give the 1250cc of the XPAG engine, the bores were increased to 66.5mm by moving out the four cylinder walls, but still retaining the oval water transfer holes. **This new casting, with an “MG” logo on the side, showed a casting number of 24142, later changed to 24146 without any visible design changes.** It might be noted that this expanding of the cylinder walls was later repeated for the XPEG engine. Anyway, this **24142/24146** casting remained basically unchanged for the TB, TC, Y, YT, YB and TD until 1952, when a round water hole block was introduced. Until then, even the drillings and tappings did not change, except that the TC (at XPAG/883) gained a timing chain tensioner (with extra drillings etc) and the Y types and the TD had the drain valve moved forward from behind the exhaust manifold. However, in July 1950, at XPAG/TD/2985 and XPAG/SC/15405, a slight change was made to the block casting; the plinth holding the oil filter clamp was increased in area to accommodate a third securing bolt. This resulted in the casting number changing to 24445.

Regarding the Morris cylinder head, it also had oval water transfer holes, **and may have had a casting number of 22812 or 22912 (pre-war, not shown on the heads) or 22950 (post-war, not confirmed).** However, when the cylinder head was used on the XPAG engine, it showed the casting number of 22952, and this did remain unchanged until 1952.

In **mid 1952**, changes were made to both the block and head castings to encourage more water flow via the rear of the engine. This was done by making the oval water transfer holes smaller, and round, in section. **Unfortunately, the “MG” logo on the block was deleted, and all blocks from then on bore the Wolseley “W” logo. This was despite the fact that the Wolseley 4/44 would not go into production until later in the year.** An additional change was made to the cylinder head to allow the use of $\frac{3}{4}$ ” thread length spark plugs, compared to $\frac{1}{2}$ ” thread length previously. The revised block had a casting number of 168421, and the head a casting number of 168422, and both numbers appear on the castings. There was another subtle change on the 168422 cylinder head, in that an ‘undercut’ was introduced below the inlet and exhaust valve seats, in the opposite

direction to the ports. This undercut is still there even when the larger valves are fitted, and although less important for the exhaust ports, means that the inlet ports are more efficient in the earlier heads. Thus the earlier 22952 heads are the better ones to gas flow. Anyway, these new blocks and heads were not introduced at the same time. The TD Mark II apparently gained the new head only (with further mods by MG to have larger valves) on the 9-6-52 at engine number XPAG/TD3/17029; to celebrate the change the engine code became TD3 (from TD2). It is not clear from the parts lists if the Mark II had the new block at the same time, although 'Blower' (*a book covering the maintenance of M.G.s from the M-type to the TF*) implies that it did. However, both the TD (including the Mark II) and the YB certainly had the new block the next month; the TD on the 9-7-52 at XPAG/TD2/17969, and the YB on the 22-7-52 at XPAG/SC2/17463. Finally, the standard TD and the YB were given the new head rather later on; the TD on the 26-11-52 at XPAG/TD2/22735, and the YB on the 6-2-53 at XPAG/SC2/17994. I'm sure all appropriate MG owners know that since blocks and heads can be swapped around, then a totally round water hole system must use the new (at that time) round water hole gasket, and any other combination should use the original oval water hole gasket.

MG (or Morris) appear to have made a significant change to these new 168421 blocks only three months after their introduction. In October 1952 the clamping for the distributor was changed from a setscrew to a cotter bolt. This required the elimination of the boss holding the setscrew, and the provision of a side-boss for the cotter bolt. Obviously the drillings were changed, but in addition, the top machined surface on which the distributor sits, was lowered by approx 1/8" (new distributors were also introduced). However, there does not seem to have been any change in block casting number.

Late in 1953 the TF1250 was introduced, and this continued to use the 168421 block casting. The 168422 head casting was basically unchanged, except that they were now all supplied **by Morris Engines** with larger chokes and the larger valves **as previously used** on the TD Mark II; thus the head casting number was changed to 168425. All such engines were coded XPAG/TF, the YB had by then been discontinued.

The final casting changes were in 1954 for the XPEG engine, as fitted to the TF1500. To gain the 1500cc (actually 1466cc), as already mentioned, the bore walls were opened out again. This resulted in the cylinder walls between no 1 and 2 bores, plus no 3 and 4 bores, being "siamesed" together. An additional consequence was that the round water holes on the non-pushrod side were too close to the cylinder walls, so they were also moved out by approx **2mm**. The new block casting, **still with the "W"**

logo, had the casting number AEF117. The cylinder head had the same round water holes moved, and was given the casting number AEF118, although in this case it was actually stamped on the heads. This was because some of the existing 168425 casting boxes were used, but with slight changes to the coring to reposition the “moved” water holes. **Thus the casting number 168425 was incorrect, so it was ground off, and the heads stamped AEF118.** A new head gasket was introduced to accommodate the larger bores, plus the moved water transfer holes. **So, although XPAG and XPEG heads and blocks will fit each other, not all the waterways will fully line up, and gasket clamping in those areas will be incorrect.**

The block casting numbers can be found on the left-hand side of the blocks, and the head casting numbers on the upper head surface, towards the front on the right hand side. Other numbers on castings relate to the casting box number (single number) or the date of casting (numbers and letters).

It may be noted that no mention has been made of the change from the 7¼” to the 8” clutch; this is because no casting changes were made to the block.

The Wolseley 4/44 used the head casting 168422, and blocks seen in some cars have had a casting number of 22500. These are the same as the 168421 block, with the “W” logo, but the dipstick is in a different position (although the boss for the MG position exists, but undrilled).

Roger Wilson

Ed’s note: Roger has also produced a very useful 20 foolscap page document entitled *Details of the Engine and Transmission Units fitted to the MG “T” Type Sports Cars and “Y” Type Saloon Cars, plus the Complementary Morris Production Vehicles*. It is available as a Register publication for £2.50 plus £0.75 postage and will be on sale at Silverstone.

Roger has the following question concerning skimming an early oval water hole XPAG cylinder head, which he hopes one of our readers will be able to answer: The question is as follows:

“The cylinder head on my TD engine has been skimmed to the recommended minimum of 73.57mm, giving a measured combustion chamber capacity of 37.5cc. Because the block has been overbored, this gives a compression ratio of 9.2:1. I want to increase the compression ratio, and further skimming of the head, by up to 1mm, seems a convenient solution. Thus, has anyone skimmed a cylinder head (early oval water hole

type) below the recommended minimum without either going through to the waterways, or giving gasket sealing or any other problems? I would be pleased to hear from anyone via TTT, or to my email at <rogerwilson@ukonline.co.uk>.

Whilst on the subject of technical questions, Bob Marshall would like to know if anyone has fitted an overdrive to a TD or a TF?

The Editor received very good service from Rayson's Radiators in Yeovil. Good old fashioned service at a sensible price. Ask for Allan Rayson on 01935 471474 and mention the T Register or Barry Foster.

Good service was also given by Longstone Tyres in Bawtry, near Doncaster. Ask for Andy on 01302 711123 and mention the T Register.

Does anybody have a source for re-enamelling spare wheel badges for the TA/B/C? The badge on my TC was originally made by Joseph Fray Ltd of Birmingham, who later moved to West Bromwich, but are no longer around. I was quoted between £55 and £60 plus VAT and postage by Roberts Enamels in Birmingham. I appreciate that people have to make a living, but I thought that this was just a tad expensive!

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“THE FRIENDS OF ALL SAINTS” SUMMER TREASURE HUNT – 15th AUGUST, 2004

“The Friends of All Saints” invite members of the T Register to bring their T-Types and join in their summer treasure hunt, to be held on 15th August. The route will be easy to follow in lovely Essex countryside with a few questions and other clues to look out for on the way. The run will start from All Saints Church at Norton Mandeville, close to Chipping Ongar, Essex and will finish at Malcolm and Sheila Hogg's house for tea and cakes on the lawn, weather permitting. Entry is £10 per car and funds raised will be used to help maintain the fabric of the lovely 12th Century church. There will also be prizes, with a special prize in the classic car category. Arrive early to have a look around.

The run will start at 1.30pm. There are still some places left so book one with Malcolm Hogg, Greenfinch Cottage, King Street, HIGH ONGAR, Essex e-mail mgh@t-racer.demon.co.uk or phone 01277 823017.

WHAT IS A 'SPECIAL'?

You may have noticed in the Paddock at Silverstone each year an impressive display of XPAG-engined Specials arranged by Keith Hodder. While walking around the Paddock you may also have had a look at the T Racers, many of which have modifications not common on road-going T Types.

So what defines a Special and can they race? The answer, you may not be surprised to learn, is complicated. In simple terms, there are two separate, but overlapping, sets of rules.

Specials Register

One purpose of the T Register is to maintain a record of all known T-types, their history and their current state. In past times, people have developed competition cars based on T Type components – particularly the XPAG engine, which was a popular engine amongst special builders in the post-war years. Over the years the T Register struggled to decide how to categorise such cars and, in 1991, agreed a statement of Specials Register Eligibility. This has recently been reviewed, and two groups of Special defined, i.e.:

- Those based on a genuine T-Type chassis, with engines and bodies free, but within the spirit of the period when such cars were originally built.
- Those utilising XPAG (and similar – MPJG, XPEG, XPAW) engines, gearboxes, etc. built on anything other than a T Type chassis.

The former would include, for example, the Jacobs Specials, the Gammon MG, the Park Ward TA, the Arnolt TDs and the Q Replica bodied TAs produced recently. The latter would include the Lester, Parson, Lister, Tojiero etc, plus XPAG-engined MMM cars, of which there are a surprising number!

This Specials Register currently holds details of around 40 cars, and will grow over time as existing cars change hands and are developed, and cars unknown to the Register come to light. It is worth noting that many cars in the first group of the Specials Register are also recorded in the relevant section of the T Register itself.

Racing Eligibility

The T Register encourages people to use their cars competitively, and supports a number of speed events (including racing, sprints and hill

climbs). The T Register has developed Sporting Regulations that define Permitted Modifications for MGCC T Register cars competing in speed events. Any car that conforms to these Regulations can enter the relevant class at speed events.

Not all cars listed in the Specials Register conform to these Regulations. Those that do not are not eligible to compete in events run to those Regulations.

So there you have it. The Specials Register is there to record and maintain the history of cars built around T Type components. Those wanting to race their T-based cars in T Register-supported speed events must conform to the Sporting Regulations that define Permitted Modifications for those speed events. Now we can all retire to the local watering hole to debate which category that much modified XPAG-based special falls into, and whether it conforms to the Sporting Regulations.

Chris Sundt

REGALIA UPDATE

1. TD/TF GEARBOX VIDEO

It looks as though we may not be able to bring along the 'for sale' copies of this video to Silverstone, but we are hoping that we still *might* just make it. However, we will have a demonstration copy running on the T Register stand and we will be taking orders, which will be sent out promptly as soon as the copies become available.

2. 2003/2004 YEARBOOK

As I write this, Peter Cole, our Yearbook Editor, is 'burning the midnight oil' to get the Yearbook finished in time for Silverstone. The price will be £7. If every TTT reader bought a copy the Register's finances would receive an enormous boost. If you cannot get to Silverstone, we can post a copy to you. Postage will be £1 UK, £2 EU and £3 Rest of World. I'll try and do a review of the Yearbook for the September issue of ***Safety Fast!***

3. Register Sew-on Badges

We hope to have a supply of these for sale at Silverstone. They will be in the form of the T Register logo. Price is not yet decided, but, as with all of our Regalia items, it will be competitive. Further details, which will hopefully, include a photograph of the embroidered badge, will be included in the September issue of ***Safety Fast!***

CARS FOR SALE:



TF 1250, 1954, Red with red interior. Original R.H.D. car with one female owner for most of its life. Bills for around £12,000 worth of work carried out by M.G. Specialist, including engine and body rebuild. Still a lovely presentable car and very usable. £11,500 o.v.n.o.

Mark 0208 859 3780 (H)
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£13500. Phone 01243 775288 or e-mail e.b.34@lineone.net

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SPARES FOR SALE:

TF 2 l/h Steel wings. Stripped chemically and primed, in good condition. £175 each. 2 of TC gearboxes, one with all parts for rebuild – £550 & £750. TF bonnet sides - £50 each. Bonnet tops with louvres - £150. Ali side covers. LHD rack - £50. Rear valence in glass fibre - £10. TF windscreen, rechromed – offers. Radiator, new - £250. Rad side supports, L & R. Rad mounting bracket. Rad grille slats & top & bottom supports. Fully ported & polished iron head plus valves and race springs with pedestals - £450. XPAG blocks, Heads, Crankshafts, camshafts and conrods. Oil pump. 1500 + 60 pistons, 1500 std pistons – both used. All good. Exhaust manifold, inlet manifold. Pair of front bumper mounting brackets, tank sides chromed, many other chrome bits, wishbones & spring pans, other suspension and small parts, just let me know what you need. Horns, transmission tunnel, scuttle & frame with wiper motor mechanism. Wiper motor. Horns, axle & shackle fixing parts. Fan blades. Prop shaft. King pins & hubs. Rear shockers. Brake parts. Fuel pump, fuse box, voltage regulator. Bonnet centre strip -new. 2 x chrome side trims - new. Tool box lid. Battery retaining bracket.

TF centre dash piece with all chrome parts - £195. Three piece instrument base – centre of dash. Dashboard finisher rail. Various running boards. TF hood & frame – new wood, side screens – tan, side screens black no frames. Some trim. Floor board supports – fits under transmission tunnel. Radiator stay bars, bulkhead to chassis stays. Fuel tank straps – painted, one seat squab. Door handles.

TD Petrol tank & spare wheel carrier - £50 (inc no plate bracket). (not tank). Front and rear shockers – offers. **TC** radiator cap **YB** Windscreen & frame, D lights & indicators. Steering column, will fit TF with simple modification.

MGB boot lid - £25. Ali comp front valence, new - £200. also glass fibre front and rear valences £100, pair. Carbs 1 ¾" H6, 1 ½" – HS4 Various ratio banjo axle diffs MGA early MGB type. Tel. 01277 823017 (Essex) e mail mgh@t-racer.demon.co.uk

David Walker (4 Shooters Hill Road, Blackheath, London SE3 7BD, Tel: 020 8858 4701) has for sale **3 Dunlop 4.50x19 tyres plus tubes (Swift)**. Virtually new (1,500 miles), were on his PA during restoration now replaced by 3-stud 4.00x19. £60 each or £150 the lot.

For TD/TF, Andy King roll bar (new), 4 off knock on MG wheel spinners (new), 2 off wing mirrors (new), Used spares: rear light plinths, tank sender unit, steering column cover spring, cap and clamp, sidelight inners (2 off), sports coil.

For "K" series, pair of octagonal sidelights with red dot at rear (cast brass and painted) no internals but new rims and glass.

Offers for the above. Tony S. 01558 823188 acmsummers@talkgas.net

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