



TF UHN 511 beautifully restored by David Pallant





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## **A MESSAGE FROM THE 'T' REGISTER SECRETARY**

At the 'T' Register AGM in March, I stated that this would be my last year as Secretary. I took on the role in 2002 at very short notice – persuaded by the then Chairman, Mike Lugg – following the untimely death of Nigel Mossop.

At that time I had no direct knowledge of the workings of the Register and had never attended a committee meeting.

Having now been secretary for 8 years I feel it is time for someone else to take over. One can become complacent in a job, and it is time for someone with fresh ideas to take on the role. I am determined not to stand again at the AGM in March 2011. To date no-one has been bold enough to offer their services, but be reassured - if you are holding back because you feel you lack experience or knowledge there will be plenty of help.

Do not worry if you haven't been involved in 'T' Register matters – I wasn't, and found the committee supportive and very helpful. Furthermore, I will be around to guide and advise – I won't just dump a pile of papers on your doorstep (as happened to me).

The job can be very rewarding and gives you an opportunity to influence the way the Register develops. I'm happy to discuss what is involved with anyone interested.

Your Register needs you.

Chris Sundt

'T' Register Secretary

## TTT SEPTEMBER 2010 – TABLE OF CONTENTS

Page	3	A message from the Secretary	Chris Sundt
Page	4	A statement on TTT2	Chris Sundt
Page	5	The Editorial	John Ward
Page	7	The Front Cover	David Pallant
Page	12	'T' Register News	John Ward
Page	14	The 'T' Register Website	Chris Sundt
Page	17	The XPAG rear oil seal	Roger Wilson
Page	19	Fitting a roll-over bar to the TC	Bert Dive
Page	24	Valve gear and related ramblings	Bob Marshall
Page	27	TD & TF clutch 'fix'	Mike O'Connor
Page	35	Technical tips	Barrie Jones

## A STATEMENT ON TTT2

The 'T' Register was sorry to lose the services of John James abruptly at the beginning of this year when he decided not to renew his MG Car Club membership.

We are pleased to see that John James has decided to continue his interest in, and support of, T-Types with the launch of a new web site that includes a magazine, **TTT 2**, that is available to read and download online. We wish him well in this new venture.

However, we would remind people that this does not replace **Totally T Type**, which is still published bi-monthly in both hard copy and online forms through the MGCC 'T' Register

# THE EDITORIAL

Further to the statement by Chris Sundt above, most of you will be aware by now that we have seen the emergence of a new T-Type magazine on the website, strategically named TTT 2.

It was inevitable that John James would not totally withdraw from his long standing association with MG's and with the people that make this the most enviable car marque ever, nor would he give up his own love and passion for MG's.

The problem that we now face is a duplication of effort to achieve a single goal, viz. the production of a 'T' Type magazine primarily geared toward the technical and maintenance aspect of preserving, maintaining and running our 50 year old plus vehicles.

Judging by the support and accolades on the new website for TTT 2, it is generally felt that John should not have taken such steps that resulted in his relinquishing of the role of Editor TTT, which he had founded in 2004.

Suffice to say that this is all now water under the bridge and we have moved on and this is the 4<sup>th</sup> TTT that I have produced on your behalf.

It is now up to you the members to vote with your feet and continue to subscribe to the 'T' Register publication TTT under the auspices of the MG Car Club.

Without your support and the continuance of sending in articles, anecdotes and experiences for publication in TTT, it will be extremely difficult to maintain the existence of both of these magazines ostensibly trying to achieve the same goal.

Onto other matters, in the July issue of TTT, Roger Wilson gave us an insight and a comprehensive article on the pre and post war development of the subsequent TD, TF and Y type front suspension units designed by Alec Issigonis of Mini fame.

Unfortunately due to typing set up errors (mine) the drawing marked up as Sketch 1 (page 17) should have been Sketch 4 (page 18) and vice versa. Trust that this did not confuse or detract from the value of this excellent piece of research by Roger.

John Ward  
MGCC TTT Editor

Further to our trying to promote a revised interest in T-Types getting involved in a more competitive spirit, here are a couple of photographs sent to us from Matthew Magilton in Australia from the VSCC meeting at Rob Roy.

A pensive Neil Cook and on the start line \_\_\_\_\_ waiting to go!



## FRONT COVER

In the early days of my tenure of this illustrious magazine, David Pallant contacted me to advise that he had just purchased a TF and wished to know whether any of our members had any previous recollection or knowledge of TF number 4314 registration UHN 511. I naturally put him in touch with our history man, Roy Miller and with the TF guru Barrie Jones.

We now see on the front cover a typical example of the dedication and determination of many of our ilk who themselves resurrect, restore, maintain and preserve these treasures known as T-types.

The following is an account of the typical story of an MG enthusiast, who having purchased a car, soon discovers that not all is right with it, in spite of the assurances of the vendors and who set about restoring it to its absolute best.

In David's own words;-

I bought my 1954 TF in July 2009. It was advertised as **"needing no restoration, just enjoy"**. Well a close inspection and brief test drive suggested this was not strictly true. It did however have a superb chassis and body tub and the wings and bonnet and the rest of the metalwork were all excellent and it was clear that the car had had a lot of money spent on it in the past.

What I shall attempt to do in these notes is outline the faults I found and how I went about putting things right. On my test run I found it very difficult to get the car under way, the clutch was either "in or out" with no progression to the "bite" whatsoever.

Secondly once I did start my run I heard a distinct "click" whilst in first gear and thirdly when my road test was over I looked under the car for signs of an oil drip under the bell housing----- I didn't have to wait long---it was flooding out-----by far the worst I had ever seen from an XPAG!

Other issues which were apparent were the fan blade was fitted back to front, the brake flexibles were very soft and rusty. There was a drip of hydraulic fluid coming from the master cylinder and the nearside headlight was just an orange glow, the number plate light was not connected and bolts were missing from the front dampers,

There was a hole in the hood and a rotten header rail. the trim was in a sorry state with black plastic seat covers replacing the leather and the original fawn trim panels had been hand painted black.....**and still I bought it!**

The first thing I did when I got the car in my garage was to take it completely apart. On separating the engine from the gearbox, it was clear why the clutch action was so awful. Someone had fitted the clips that hold the release bearing to the fork, the wrong way round, so jamming the bearing such that correct orientation with the clutch was impossible-----all the thrust was on one side. Refitting the clips has given a beautiful action.

The next item to look at was the box. My tip here is if you are not familiar with the workings of this unit is to get hold of a copy of Barrie Jones DVD "Stripping & Rebuilding the MG TD & TF Series Gearbox". In my humble opinion it is brilliant. Load it into your laptop and stand it on the bench next to the gearbox .....magic!



On stripping it down I could see the "clicking" was coming from a chipped tooth on the 1st gear. As you may know when you slide off the gear from its sliding hub, 6 spring loaded balls will want to fly everywhere. My advice is to put the unit inside a large plastic bag and then slide the gear off, then you are able to collect together all the balls and springs. To fit a new 1st gear requires that you hold all 6 springs and balls in place whilst sliding on the new piece... a tricky task. So my tip here is to get someone to hold a ball and spring in place while youpeen the edge of the hole with a dot punch and light hammer just enough to hold the ball in place. Do all 6 and what seems to be a daunting task becomes a piece of cake. Alternatively you can now buy a later type sliding hub thus avoiding this job. It is best to fit a new lay shaft for the cluster gear while you have the box in pieces. Barrie's DVD will show you how.

We now come to the third major fault I found on my car which readers may find of interest.....that oil leak. Because I intended to have hardened valve seats fitted to the exhaust ports in the head, it was best to take the head off at this stage. This meant that I could turn the engine over and so rest it on the block which made it very easy to get the sump off to have a look.

Straight away I could see someone had been here before me. The pins that restrict the location of the oil thrower had been removed and the thrower pushed up hard against the crank---no clearance at all! It was at this point that I decided to do away with this system completely which leads me to my next tip. Treat your car to the modified rear oil seal assembly. I bought mine from Moss Europe but several dealers now stock this item. It will take a long time to fit and I would say read the instructions carefully then read again, take no short cuts and please buy the SPEEDY SLEEVE so that the seal has a perfect surface to run on. I don't think you will regret it.

All the other issues regarding rebuilds i.e. re-spraying, re-trimming etc have been covered many times before, but one tip I would like to pass on concerns side screens. Many photos you see of T-Types have big gaps where the front sidescreens meet the windscreen. It does not have to be like this, so on reassembly check that you have the windscreen spot on. It is only as good as the location of the mounting feet. Are the bottoms in line with the cowl? Make sure the windscreen frame is in line with the brackets so that the rake is good, then tighten your wingnuts.

Before fitting the new covers to the frames, get the sidescreen mounting brackets in the correct position. Re the front frames you have a "given" i.e. the socket hole in the door top. Insert the post and line the leading edge of the frame with the rake of the windscreen, then fit your mounting brackets to the doors. Now move to the rear frames, again you have a given slot each side in the top of the rear quarters. Locate the fitting into the slot, line up the leading edge of the rear frame with the trailing edge of the front frame then fit the mounting brackets to the rear quarters.

Great care has to be taken when fitting the covers to the frames. First offer the driver's cover to the frame, align the top of the cover to the top of the windscreen and see that the leading edge sits in the recess of the windscreen frame/side support. Punch holes in the cover to line up with the trim support screw holes in the frame. Ditto the passenger side. When you come to the rear covers, make sure you line up the top with that of the fronts and that the leading edge of the rear cover sits nicely inside the trailing edge of the front cover.

My new duck covers came with the inside and outside material still in place making a "sandwich" of the perspex. All they give

you to help is a small slit in the material to get a pair of scissors started. Because you do not want to damage the perspex in any way, I gave a lot of thought on how I was going to cut away this surplus material. This is how I did it-----first fit the four piece trim set to hold the cover in place to the frame, using your punched holes for the screws. Next cut a longer slot with scissors in the duck material so that you can slide a plastic protractor from a geometry set so that the straight edge of the protractor is hard up against the stitching and under the trim. Then with a very sharp craft knife cut the duck material using the protractor to protect the perspex. Move the protractor along as you progress with the cutting. If you have done everything correctly, the blade should be clear of the stitching. When you have finished the front sidescreens fit the stud inside the door to hold the flap tag in place. Regarding the rear sidescreens, the flap of material that hangs down is held in place by 3 screws into the frame. Lots of cars seem to have a large gap here because the material edge is being pulled out of alignment by the shape of the rear quarter panel. I believe the original shape of the rear side screen frame was drawn wrong, i.e. not enough offset given to the locating bracket to allow for the internal trim panel thickness. What I did was to fit longer screws and used plastic tubing as spacers to bring the duck material out so that it sits in line with the body tub.

These notes have been written from my own experience of restoring my TF. I hope you have found them interesting.

David M Pallant

July 2010

## **‘T’ REGISTER NEWS AND EVENTS**

### **AUTUMN TOUR 2010**

I am scribbling these notes whilst preparing the TF for the Autumn Tour to mid Wales, a round trip of about 1000 miles for me. All this prior to compiling the draft of TTT to enable the copy to go to the printers whilst we are away.

A full report will be included in the November issue of the ‘T’ Register Newsletter in “Safety Fast”

### **FORTHCOMING EVENTS**

No further items on the stocks for 2010, but time to consider events and the calendar for next year. There are some interesting times ahead including radical changes to be made in the lineup of officers and committee members being a high spot on the agenda. See the Secretary’s message on page 3.

### **STONELEIGH 2011**

The ‘T’ Register will once more have an official stand at the Stoneleigh MG International Trades and Spares Show at the Stoneleigh Showground in Warwickshire. The proposed date next year is **Sunday 20<sup>th</sup> March 2011**, somewhat later than normal. There will be a wide range of regalia and literature available and the usual opportunity to buy and sell those coveted spare parts.

## REBUILD 2011

We have just received confirmation from the Bicester College that we can hold Rebuild 2011 at this venue on Saturday 5<sup>th</sup> March 2011 and the 'T' Register AGM will immediately follow.

Alan Wakefield has kindly offered to take over this year from Bill Silcock and organize and manage this event. All offers of assistance, ideas or topics to Alan.

This is a not to be missed occasion in the 'T' Register calendar for all aspiring restorers and rebuilders and once again Peter Reeves of the College staff team will be in attendance to run a "hands on" welding session if there is a demand for this.

## EUROPEAN EVENT OF THE YEAR 2011

As reported in the 'T' Register notes in "Safety Fast" there are a number of T-Typers who have expressed an interest in going to the **EEotY** which will be hosted by the MG Car Club Belgium based at **Spa-Francorchamps** in the Ardennes from **Friday June 3<sup>rd</sup> to Tuesday June 7<sup>th</sup> 2011**.

A list of interested parties has been compiled and committee members are in the process of researching some known hostels for likely accommodation.

The 2012 is already scheduled to be in Sweden.

# AUTUMN TOUR 2011

The organisers Grant and Barbara Humphreys have now sent out booking forms for the Coniston Hotel along with entry forms for the **2011 'T' Register Autumn Tour**, all indications are that this will be oversubscribed as usual. If you still wish to apply to join this tour, contact [grant.chumphreys@btinternet.com](mailto:grant.chumphreys@btinternet.com)

## The' T' Register Web Site

This is the first in an occasional series explaining features of the 'T' Register web site to be found at [www.tregister.org](http://www.tregister.org).

The site has been live for some years, and underwent a major revamp a year or so ago. This not only introduced a number of new features, but also enables you, the user, to interact directly in a number of areas. This first article explains some of the main features, and covers the basics of the *My Account* feature which is under your control.

The Home Page, shown, enables you to access all the other parts of the site, either by clicking on a link down the left side or on a Tab across



the top. It also shows the latest News Items. From the Home Page you can search the *Register* of cars of which we hold details and the *Production Records* showing when your car was built. You can follow the racing scene – an area that we are planning to build up in the future to include those sprinting and hill-climbing as well. You can place an advertisement to sell your car or spares, or a wanted ad for those bits you need. There are documents you can download for free, such as the Guide to Dealing with Traders.

And, of course, there are contact details for all those who work to make the ‘T’ Register the success it is – many more than just the Committee.

Explore the site and see what there is. We are always happy to hear from you about how we can improve the site – although resources are limited so we can’t do everything and changes take time.

## Registration

While many parts of the site can be accessed directly, there are some features that require you to be registered and to log in before they can be used. This is necessary so we can reduce the chance some features are misused.



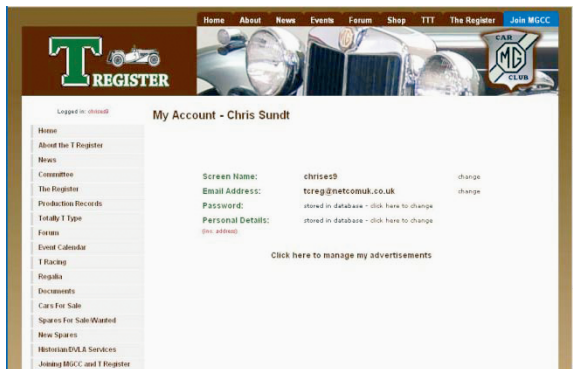
Registration is not complicated, and we do not pass any of your details onto third parties.

You can register by clicking on the Login link at the bottom of the list on the left of the Home Page, and then on the *Register Here* link, which will take you to this page, offering two types of Registration. *Express Registration* requires you only to enter your email address (which will become your username), a password of your choice and a screen name – by which you will be identified in the Forum. This can be any handle you care to choose, and enables you to conceal your true identity. But be aware that the Forum is moderated, and the Moderators have access to your true identity if they consider you are misbehaving. *Express Registration* allows you to place ads, contribute to the Forum, and download TTT (once you've subscribed to the online version).

*Full Registration* is required before you can purchase items from the Regalia shop, including TTT subscriptions. It requires you to enter your contact details so the items can be sent to you.

## My Account

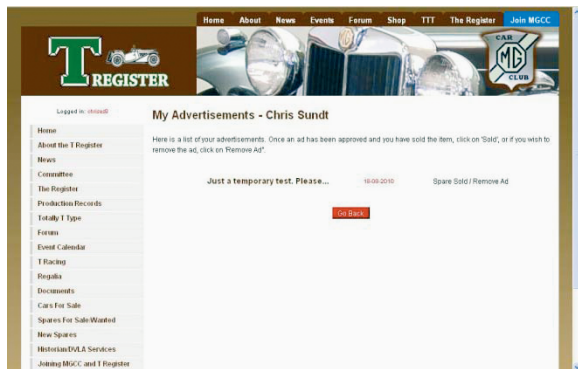
Once registered you can *login*, giving you not just the ability to order regalia, place advertisements, etc, but also to control your own space.





After having logged in using your registered email address and password, if you click on the *My Account* link at the bottom of the list on the left side you will see a screen like this. As you can see, you can change your email address (when you will be logged out and have to login again using the new email address), your password and your screen name. You can also amend your personal details – address, etc.

The last sentence  
*Click here to manage my advertisements*  
will only be seen if you have any advertisements outstanding. If you click on this a list (as shown) of



your advertisements will be displayed and, using the appropriate link, you can change the status of any of your advertisements to *Sold* (when it will be moved to the Sold page on the site) or *Removed* – when it will be deleted. Do nothing for those whose status you do not want to change.

So – you have control. You can change most of your personal details, and the status of your advertisements without involving the people managing the web site.

[Chris Sundt](#)

## **THE XPAG REAR OIL SEAL**

In the May Edition (page 24), we published an article by Roger Wilson on the XPAG crankshaft rear oil seal leaks.

This has raised a certain amount of questions and interest from you and in particular, the setting gauge referred to in the text.

Roger has now kindly produced some notes and a specification of the said gauge.

### **A GAUGE FOR CHECKING XPAG/XPEG OIL SCROLL CLEARANCE**

The gauge is a steel mandrel, 50mm total length, stepped as follows;

Scroll end; 2.313" diameter x 13mm long (see note 1)

Housing end; 2.217" diameter x 37mm long (see note 2)

The two pins in the rear main bearing housing were not removed, so there are two recesses in the 2.217" diameter to clear the pins, which are not opposite each other. I registered their positions by putting Typex on the pins and then dropping the main bearing cap down its two studs with the gauge in position. It was not necessary to clamp the bearing cap down, and I made the recesses large and deep enough to clear the pins. This work does mean that the gauge only fits one way up, so I marked my gauge accordingly. The gauge is slightly heavy, so the centre could be bored out to leave a stepped "tube".

Note 1. The actual spec for the crank scroll diameter is 2.313" +/-0.001", and it is strange that it is imperial when the engine is mostly metric.

Note 2. I found I had to do a little judicious cleaning up on the housing diameter, using an emery strip with the gauge spinning in the lathe, to ensure that the gauge only just became secure when the rear main bearing cap was clamped down (but not torqued down). I do not know the actual spec for the housing diameter.

Roger Wilson  
August 2010



**'The gauge'**

## FITTING A ROLL-OVER BAR TO THE TC



Bert Dive felt that his TC lacked adequate protection for the occupants in modern traffic conditions. In particular he felt the need for protection in case the car should roll for some reason – such as a tyre blowout. In designing a suitable roll-over bar, he was determined that it should be fitted without need for welding to or drilling of the chassis so the car could be returned to original condition if need be. At the same time he wanted to incorporate full harness seat belts.

As can be seen from the photographs, the resultant design is quite simple, devised with the help of the fabricator. Photo 1 shows the roll-over bar as constructed prior to being mounted in the car. The flanges at the bottom of each leg are plates that clamp to the chassis side members, as can be seen in photo 2, with shaped aluminium blocks in the side members to stiffen the structure.



The rear legs make use of the existing damper flanges, while the front legs simply clamp around the chassis side frames. The aluminium blocks are protection-wrapped to prevent any electro-chemical effects with the steel chassis. Appropriate slots need to be cut in the diff cover and the tonneau cover to cater for the roll-over bar legs. Four nuts are welded to the horizontal bar behind the seat

on the roll-over bar for the upper harness mountings – this gives a good angle for the shoulder straps. The lower harness straps are clamped to four points on the cross member which takes the rear transmission tunnel rear mountings and the body outriggers.



Photo 3 shows the car with the roll-over bar and the seat belts in place. The roll-over bar fits comfortably under the raised hood, as can be seen in the 4<sup>th</sup> photo.



While this arrangement is not a motor sport approved system, it should be robust enough to protect the occupants in all but the most severe accidents.

This interesting adaptation for a TC came to our attention when Bert Dive decided to advertise his car on the 'T' Register web site. He understands that the new owner has decided to remove the roll-over bar and full harness seat belts, demonstrating that the design did enable the car to be returned to original condition.

**Thanks to Bert Dive for providing details of this modification, and for the accompanying photographs.**



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# Valve gear and related ramblings

We are all accustomed to the rattle of MG valve gear but when did we last check it, apart from adjusting the tappets. These notes are not intended nor are they a bible on XPAG valve gear but thought provokers.

## Camshaft

When was your cam fitted and how many miles has it done? Are you absolutely sure that it is AOK and not badly worn? We had a cam which after 10/12.000 miles which was showing excessive wear so it was replaced. Examination for wear is not easy.

If you replace the cam ensure that the distributor gear is replaced even if it looks good. Perhaps the oil pump drive gear should also be changed. Neither are cheap but the maxim "*don't spoil the ship for a ha'p'th of tar*" applies.

## Cam Followers.

These wear on their base. Are yours worn? Have you checked? If worn, why? Age is one factor but are they getting enough oil? Are they loose in their slots in the block? Barrie Jones reports that there are two sizes. Are yours the correct size?



## Push Rods

Are they in good order? The ends are only pushed in and the rod crimped. They can come loose. If you had gone up and down as much as your pushrods have then it most likely that your ends would be loose or worn.

Are they the correct length; some camshafts need shorter rods and if the head has been planed the rods may need modifying to achieve the correct angle between the rocker and the valve stem.

## Rockers

Are the bushes and the rocker shaft in good order? The shaft and the bushes wear and may need replacing. Are the heels of the rockers where they contact the valve stem in good condition or are they worn making accurate adjustment difficult if not impossible? Can they be carefully ground back or do you need new rockers? When replacing the rockers replace the shaft.

Are all the oil ways in the shaft and rockers clear?

Are the adjusters in good order or threads worn or damaged? Are the locking nuts in good condition?

## Tappet Clearance

Are you sure you are setting the clearances correctly? The brass plate on the rocker cover may not tell the truth. The factory fitted two types of cam which need different tappet clearances\*. Then when the engine was rebuilt (by whom? when?) what camshaft was fitted?

I have a list dated from 1989 showing 7 camshaft options. More cams have appeared since then.

Are you setting the clearances correctly? An oily old hand advised me to set the clearance when the gauge needed some force to be removed. Are you doing them in the way suggested in the manual or do you have a better method? Is the engine really hot when you do the adjustments? I found the best time was after a good hard long run (at least 50 miles) when everything was truly hot and stayed that way for some time.

When you have done your checking and set the tappets it should sound like a sewing machine ready to be driven long and hard – get out there and do it!

Barrie Jones has a neat way to check which of the two factory cams is fitted. Under No 1 tappet put a feeler gauge at the set size, turn the engine and when the rocker bears on the gauge check for TDC; if 5<sup>o</sup> off then set the clearance at 0.012 inches; if 11<sup>o</sup> off set at 0.019 inches.

Many owners of older cars seem not like driving their cars very hard. If they are not in good order then that is understandable but if the car is up together it deserves to be driven hard for that is what it was built for. If machinery is hard but well used it performs better. When the Mini was introduced (when our editor was in short trousers) a correspondent of Motor Sport commented: his first Mini he treated with great care and drove it with gentleness. Result – a troublesome heap.

His next Mini he drove hard from day 1 and not only did it go well it gave him many miles of untroubled and fun motoring.

What can be nicer than the roar of the engine at 4000 rpm driving across the moors or down a side road in France?

Bob Marshall August 2010



By way of an example: David Butler pulled out these cam followers recently at 12,000 miles. The Crane camshaft had not started to visibly pit, but would probably have been destroyed very soon. It is easy to examine the followers and is worth doing regularly

## **MG TD and TF Clutch "Fix"**

***This article was featured in TTT Issue 8 in 2005, but it is considered worthy of a repeat for our many new T-Type owners since that date.***

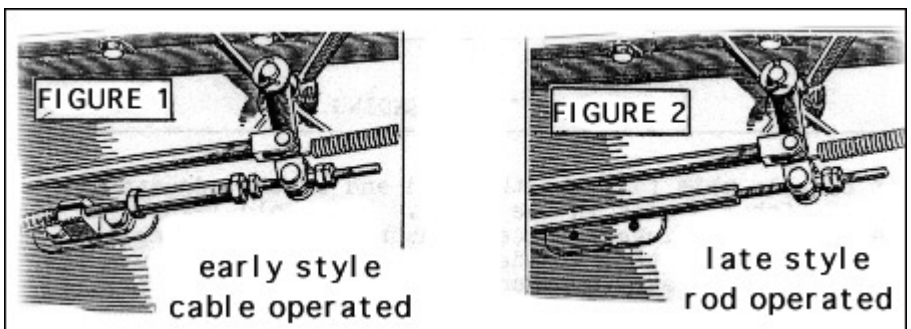
Two Problems are common to the MG TD and TF clutch linkage and both will, at some time, affect every one of these cars.

One is **clutch sensitivity**: difficulty in getting a smooth standing start.

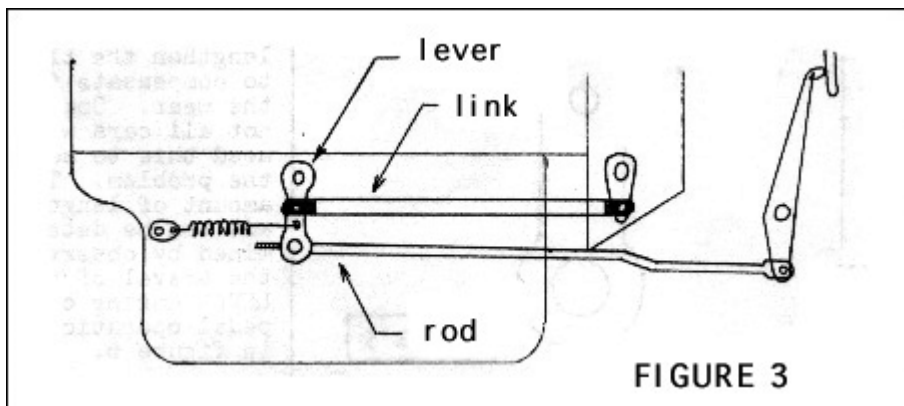
The other is **breakage** of the threaded operating rod where it attaches to the lever on the side of the engine oil pan.

Simple modifications will greatly reduce the clutch sensitivity and eliminate rod breakage.

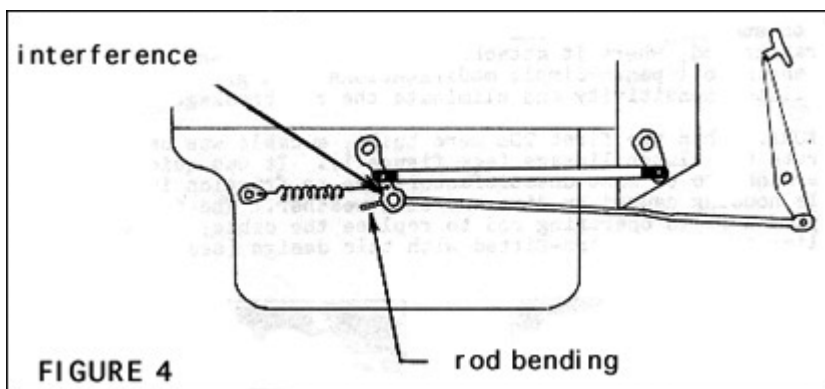
When the first TDs were built, a cable was used to operate the clutch linkage (see figure 1). It was quickly determined to be most unsatisfactory due to friction in the cable housing caused by dirt and cold weather. The factory adopted a rigid operating rod to replace the cable, and most of the earlier cars were retro-fitted with this design (see figure 2).



First let's cover the breakage/binding of the linkage. It's caused by two details the factory got wrong in the design (see figure 3).



The first problem is the length of the clutch link. It should have been made adjustable but was not. As normal wear occurs, to clutch face, flywheel, throwout bearing and linkage parts, the link must travel further to the rear to release the clutch (see figure 4).



When it travels this far, the threaded end of the adjustable rod interferes with the slot in the lever. Every old lever I've seen shows signs of this

interference. The result is bending and eventual breakage of the threaded rod.

Two solutions cure the problem. The simplest, which should be done to every car, is filing a relief inside the slot of the lever to allow more travel without interference (see figure 5).

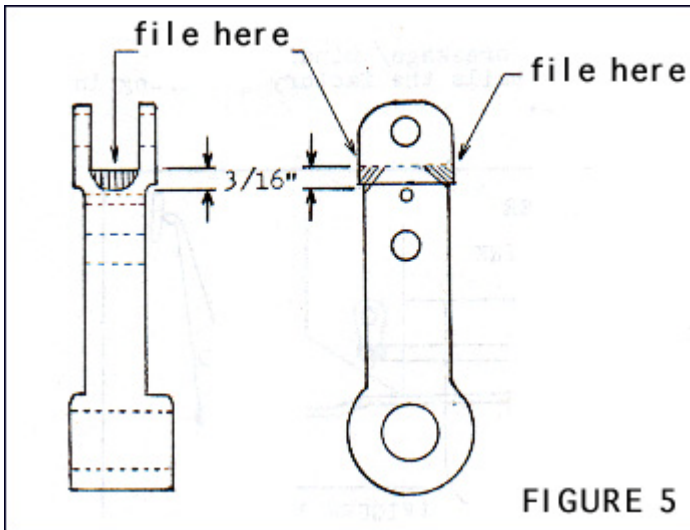
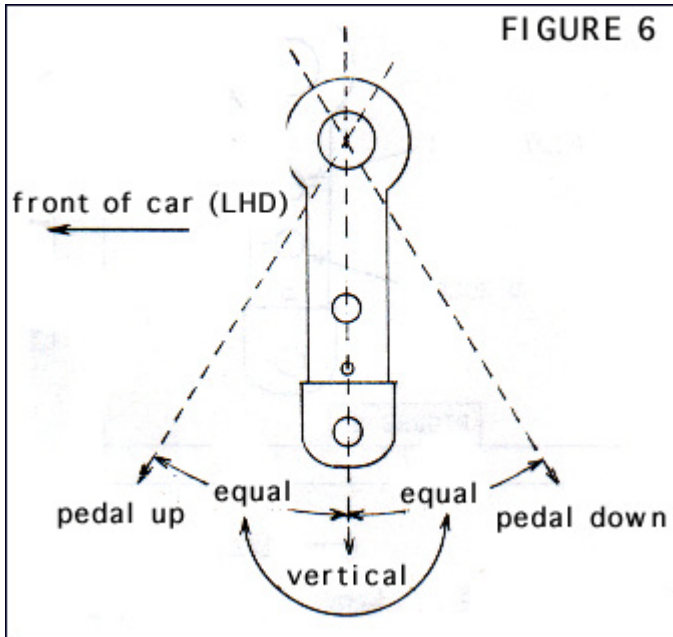


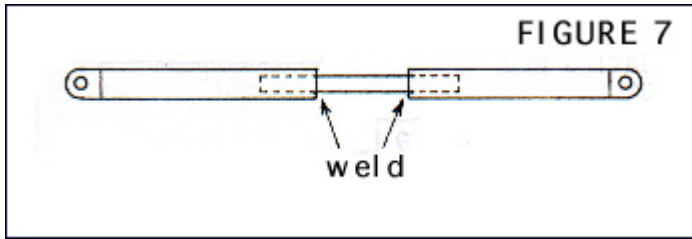
FIGURE 5

Use a round file to remove material, as shown, from both edges of the lever. This will not weaken it.

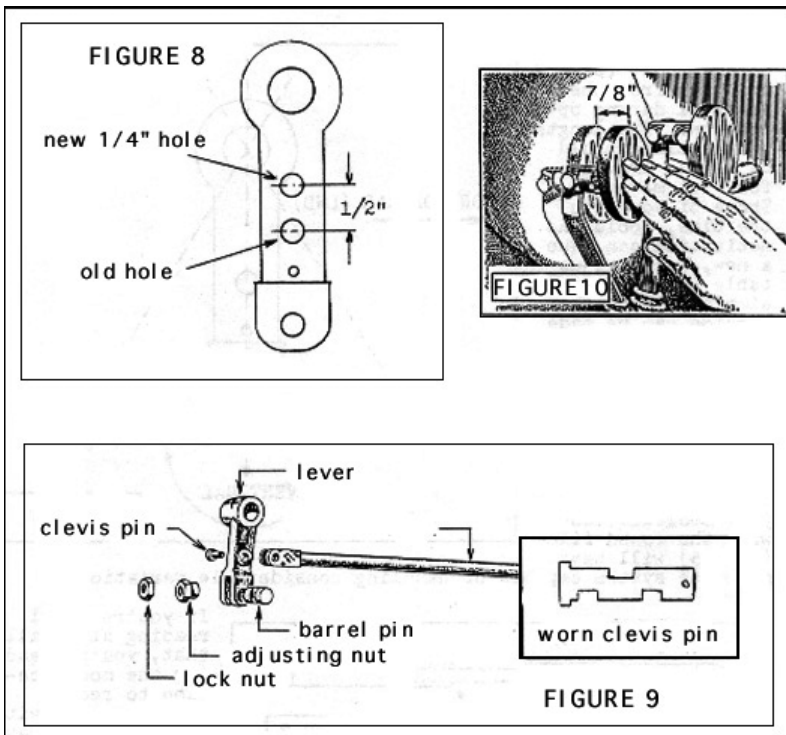
The second solution to this interference problem is to lengthen the link to compensate for the wear. Some cars will need this to solve the problem. The amount of length to add can be determined by observing the travel of the clutch pedal operation (see figure 6).



In the ideal setup, the lever moves an equal amount forward and back from vertical during operation. The length of the link should be set to provide for that movement. Those of you with the time, tools and motivation can make a new, fully adjustable link, but a simple permanent extension can be made using a 3/8 inch rod (see figure 7). A piece of bolt works well. Most cars will want 1/2 to 3/4 inch of link extension. The exact dimension is not critical because your modification with the round file will have made the system capable of handling considerable variation.



If you're still reading after all that, you're ready for the modification to reduce clutch sensitivity, and it's very easy. Mark a spot 1/2 inch above the original link connection hole and drill a new 1/4 inch hole.





See figures 8 and 9 above. Don't worry that it's not on a flat area of the lever. Put the parts back on your car, using good new 1/4 inch clevis pins. Be sure to use the proper barrel pin, adjusting nut and locknut as shown.

Readjust the clutch freeplay to approximately 7/8 inch at the pedal, as in figure 10, and take a test drive! The last modification, the hole in the lever, will reduce clutch pedal effort and provide smoother engagement. The effect on some cars is amazing.

### **Reprinted with the permission of:**

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### **Editors note.**

When we rebuilt my TF in 2000 it was decided that it would be prudent to replace the clutch linkage complete, the existing looked a little odd and as Mike says above, the ability to further adjust the clutch rod was virtually nil.

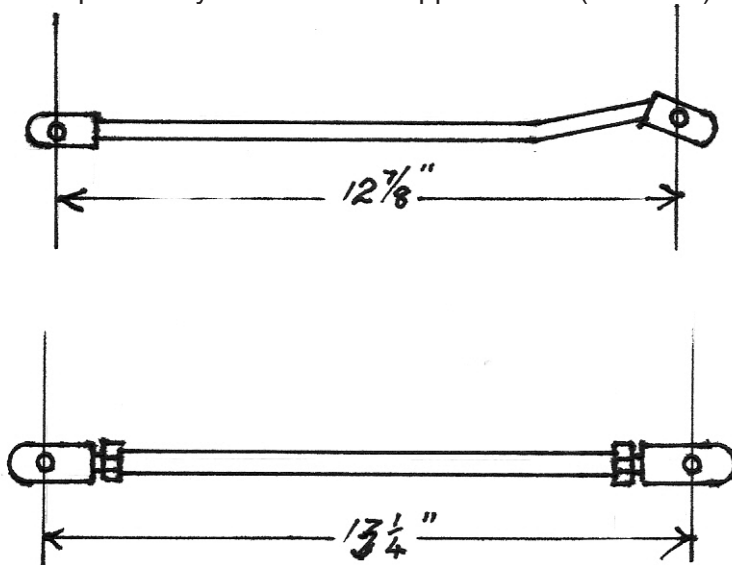
A new pair of link and rod was duly purchased from a well known supplier and fitted as the rebuild took place.

Many months later when the running in process was well under way I found that the clutch operation was not working as well as it used to, embarrassment at every gear change, crunching gears, turning heads at those old car sounds, and double declutching was not the answer.

Recounting my **new** problem at a natter one night, somebody told me of this article by Mike O'Connor and I went home and made some investigations.

Fortunately (and correctly) when we stripped down the car nothing was thrown away. I dived into the endless boxes of old decrepit and rusty bits and after seemingly ages, there were both of the clutch mechanism rods.

I was quite taken aback to compare my nice newly purchased standard clutch link (Sketch 1) with the one that had been on the car previously when it was stripped down. (Sketch 2)



The distance from the centre of the clevis pins had increased from 12 7/8" to 13 1/4" and the bar was stainless steel and straight not cranked **and there was an adjuster at each end.**

Bearing in mind that I had bought the car in 1968 when it was only 14 years old, a previous owner had already incorporated this change of linkage.

Needless to say I immediately refitted the original link and success..... the clutch problem was cured.  
Anyone want to buy a new clutch link..... hardly used?

John Ward

## **Finally more valued tips from our TF guru based upon your enquiries**

### **Colin Mulford asked.**

I wonder if you could help me with a couple of points.  
My car is a 1954 TF 1250cc. At present I am using Champion N5C plugs and in the past have used Lodge CLNH and NGK BP6ES. Is there one which is best suited? The car has a CR of 9.5:1.

Also the distributor is D2A 40367D DA41 754. I have two cams for this. Regarding those shown in the manual the faces and angle of fitting the rotor arm one cam is asymmetric and the other looks high lift but the lobes are not as pointed as shown, Is the sketch a bit out or should I try the "high lift"?

### **Barrie responds.**

My TF1500 has the same compression ratio as yours.  
I have been using Bosch plugs ever since they introduced the long-nosed plug in the 1970s. Until recently I have been using Bosch W6DC, but I am currently running with Bosch W6DP.

They are more expensive, because they have Platinum electrodes instead of Copper.

The standard advance curve of the TF distributor does not suit today's petrol. I had mine re-curved by Aldon Automotive so it is now to Cooper S specification.

I no longer use points, so the choice of cam is not relevant to me. I fitted an Aldon Ignitor about 8 years ago, and I think they are great. Aldon make one for the positive earth system of the TF. The engine starts first time, and runs more smoothly than with points.

As regards your distributor, all TFs were fitted with a D2A4 distributor, model 40367D. These came with a high lift cam as standard. Yours was manufactured in July 1954 (754). I guess you have seen a reference to the *'suffix E or subsequent'* in the TD/TF Workshop Manual.

This was the changeover point for the 40162 distributor fitted to the later TDs.

If you do need to change the cam, the high lift one is accurately shown on page C12 of the TD/TF workshop manual. It has sharper points, and the sides are sort of barrel-shaped. The early symmetric cam is more rounded and has flat sides.

### **Emanuel Schechter asked Barrie;**

I recently bought a 1953 TD. Among the multitude of items that need attention are the speedometer & the tachometer. The dollars wanted to service these instruments is astronomical. I was wondering, and hoping, that a DIY article was published in, or by, the T Register on servicing them.

And the reply was -----

I note that your TD is a 1953 model. You are in luck. The instruments fitted to the early TD were Chronometric. They are basically the same as a fine quality Swiss watch, and therefore they must be repaired by an expert. Hence the price.

However, from October 1951 the mechanism was changed to a much simpler and cheaper design. Basically, the cable spins a magnet that pulls the needle around the dial against the resistance of a weak spring. These instruments are easy to service, and usually need no more than a clean and a drop of watch oil on the bearings.

You have the later instruments, so any good watch repairer should be able to do this for you.

### **Geoff Faulkener raised the question of tyres.**

Is there a problem with replacing cross ply-tyres with radials, my car has pressed steel wheels

Barrie's advice;

Most TF owners now fit radials, cross plies are lethal in the wet. The standard TF wheel is only 4Jx15 so the correct tyre is 155/80 R15, however lots of owners fit wider 165/80 R15 which gives more tread on the road. DO NOT mix cross-plies and radials, fit a complete set including the spare.

Radials have a slightly smaller rolling radius so the speedometer will read a bit fast and they require a higher pressure, about 24 psi all round.

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