

# T REGISTER



# Totally T-Type



ISSUE 5

SEPTEMBER 2004



# Peter EDNEY



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# THE EDITOR

I invariably find it difficult to make a start on ***Totally T-Type***. I don't know why, because once I've so say, 'broken the ice' and typed a few lines, I'm more than happy to continue. I'm typing this Issue before the Register's Autumn Tour in the knowledge that it needs to be finished and distributed before Sue and I set off for the Derbyshire Peak District. It's always good (masochistically speaking!) to have a deadline as it does wonders to concentrate the mind.

In this Issue we have a lengthy article about installing an MGB engine in a TD. This might upset some of you for which I apologise in advance. However, there must be TDs which have had this done to them (I know of one within 30 miles of where I live) and from an engineering point of view, it is interesting to learn of the challenges the author faced and the solutions he applied to overcome those challenges.

I had a visit from our Competition Secretary, Chris Tinker, recently. Chris, who uses his TC far more than most of us, had set off from Ipswich at around 7.00 am that morning and was with us in Bristol (200 miles away) by lunchtime. We gave him and his daughter a sandwich lunch and suitably 'fed and watered', they set off for Bude in Cornwall (a further 120+ miles). I must say that this is an admirable example of someone who uses his TC and also proof (if proof is needed) that a well sorted TC will get you places in less time than you would think. I had occasion to phone Chris a couple of weeks later and on asking him if he got back from Bude OK he said "Oh yes, and we've been to France and back as well since arriving back from Bude!" You can read more about Chris' use of his TC later in this Issue under the title "A Diary of TC use and maintenance". (*continued on page 4*)

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You will have noted from the T-Type Newsletter in September's **"Safety Fast!"** that this Issue of TTT would update members on the scheme for the proposed new Kimber House. You will indeed find this report later in this edition of TTT. I ask you to read it very carefully and to make your views known to either Chris Sundt, Register Secretary, or to Dennis Barker, Register Chairman. If I tell you that Dennis Barker has been taking soundings from a very wide cross section of MGCC members (approaching 250 at the last count) and has only found three members in support of the project, then you will have a flavour of what is to come.

Many members have been extremely critical of what they term the "indecent haste" to progress the scheme. Well, a hitch in the planning process has "come to the rescue" in that an adjacent property to Kimber House has a covenant in place, the effect of which requires the proposed design to be adapted to allow for the covenant. This will delay the whole planning process by several weeks. Anyone with experience of District Council planning procedures will tell you that this delay could well run into months.

I don't want this editorial to develop into a moaning session, but there is one more issue that I need to get off my chest and this concerns the talk of sequestration of Register funds in order to help fund the proposed New Kimber House. I have had it reported back to me that the Club intends to "cream off" any funds held in excess of £2,000 by Registers (and Branches/Centres). The justification is that these funds belong to Main Club. In response, I say that since I have been involved with the Register, the Club has not contributed one penny to Register funds. Everything we have, has been earned through the sheer hard graft of volunteers who freely give their time and their expertise to further the cause of the Register and by the support of members who buy the excellent products which the Register sells. Of course, if there were to be a properly thought out, fully costed (with supporting cash flow statements) scheme, which the Register could sign up to, then I would be the first to recommend a generous donation from the Register. Perhaps this is a measure of the current wide gulf between ourselves and the Directors of the Club over this matter.

I was saddened to learn of the passing of Malcolm Hogg. I got to know Malcolm through his support for TTT and he was generous, not only in his contributions and in his help to fellow members, but also in his encouragement to me personally. It was only a couple of days before he died when he sent me an e-mail to say that he was having difficulty sitting at his computer and would I accept hand written contributions. I immediately replied in the affirmative and said that I would try and visit him after Silverstone. That was not to be.

**JOHN JAMES**

# T REGISTER NEWS

## REGISTRATIONS

New cars are still turning up a plenty, not only in the UK but also in the USA and Australia. I've left it too late for this issue but for November's TTT, I'll ask the Registrars to give us a breakdown by model and by country. I do already have the information for the TA/B/C models but we'll get it updated to show the position as at 1<sup>st</sup> October.

## REBUILD 2005

The likely date is 20<sup>th</sup> March, 2005 at St Neots, Cambridgeshire. The October Committee meeting will be discussing a draft programme, which we can then hopefully publish in the November Issue of TTT.

## SALE OF REGISTER YEARBOOKS

We have decided to reduce the price of all Yearbooks, except the current one (2003/2004), which is selling well at £7 plus postage (as advertised in the September edition of **Safety Fast!**). The following Yearbooks are available at £3:

1987, 1988, 1990, 1991, 1992, 1993, 1996, 1997, 1998, 1999, 2000 and 2001.

The 1989 and 1995 Yearbooks are sold out and the Yearbook was not published in 1994.

The 2002 Yearbook is being offered at £4. This is good value, since it is the 40<sup>th</sup> Anniversary edition and contains a 20 page supplement.

## REGISTER WEBSITE

The Register website is currently being totally revamped. The main purpose behind this is to make it easy to update (we currently rely on a third party and this is not satisfactory) so it is being rewritten, using different software. The site will have several enhancements over the existing, including a facility to register your car, a technical forum and a Regalia ordering facility. The committee will be receiving an update at the October meeting. Once completed, your Editor will be responsible for updating the information on the site and generally keeping it in an orderly fashion (which is why an "idiot's guide" to maintenance will need to be written!). The Editor has also (foolishly?) undertaken to ensure that the site is updated weekly.

# FAMOUS M.G. ENTHUSIASTS

Imagine, if you will, the following scene:

Bill Shakespeare, the well known Bard of Stratford-upon-Avon, is driving his T-Type back over the river Avon after a visit to the local breakers. He has been looking for a Datsun steering box 'cos his mate said that fitting one will improve the steering. (Trouble is, no-one has told him that the Datsun has yet to be invented!).

Now, as we all know, a trip to the local scrap yard can leave us in a frustrated mood with oil and dirt all over our apparel. What is perhaps less well known is that this very same evening, he, William, decided to go and "chat up" his lady love, one Anne Hathaway. Now, you or I would have a bath or shower before going courting, but you must remember that these are the days before modern plumbing, so he downs a swift goblet of mead and off he goes, still with oil etc. all down his doublet and smelling quite strongly of WD40.

This is where things take a historical turn, because Anne was not keen on advances from persons of uncertain cleanliness and odour, so she remonstrated at length with our hero and thus was borne a great career with the penning of the *Taming of the Shrew*.

After the instant success of this play at the London Palladium and the provinces, he decided to write another one. This time, the germ of an idea came about as he was working very late, trying to cure an oil leak from the back of the engine, when the aforementioned friend came to see how the job was going on. When Bill explained the situation, Richard (the friend who was later the model for Richard III) said "I would leave well alone, it all seems to be *Much Ado About Nothing*."

This new play was also a run away success and a great career was under way. All the subsequent plays he wrote over many years were based all, or in part, on the activities he enjoyed with the MG Car Club. For example, The Kimber Run (*All's Well That Ends Well*), The Popham Airfield Rally (*The Tempest*), The M.G. Day at Silverstone (*As You Like It*), The Cotswold Tour (*A Comedy of Errors*), to name but a few.

After a glittering career and more than his fifteen minutes of fame, he retired back to his beloved Stratford and some say that on a quiet summer evening, you can hear the sound of an XPAG as his ghost drives the Warwickshire lanes.

With Apologies, (and even more apologies!)

Brian Craft (The Editor)

# PROPOSED NEW KIMBER HOUSE

## 1. Ownership of Kimber House

Before considering any proposal with regard to Kimber House, it is important to know that the ownership of the freehold of Kimber House is vested in the Douglas Mickel Trust. **It follows that any plans to demolish/rebuild or extend KH, or to sell it and acquire another building ought to have (indeed, surely, must have) the agreement of the Trustees.**

The **Douglas Mickel Trust** was formed in 1999 following the generous financial support of the late Douglas Mickel, a long standing and enthusiastic member of the MG Car Club. The aim of the DMT is to provide practical support and funding for activities in connection with the advancement of the history, science and technology of high performance cars and for the advancement of research and education in the history and development of such cars and suitable archive facilities, particularly of MGs. The resources of the DMT were subsequently enlarged following the transfer by the Club of the freehold interest in the property in Cemetery Road, close to the former Factory in Abingdon, currently used as the Club Office and also the transfer of valuable Club trophies and cups. Those assets are together known as the "Club Assets" which the Trustees have a duty to safeguard. The present Trustees are longstanding Club members - Paul Brazier, Robert Innes-Ker and Victor Smith.

**Role of the DMT Trustees** is to safeguard the "Club Assets" which have been transferred to the DMT by the Club over recent years and to provide suitable office accommodation for the Club's administration. The safeguarding role has been understood to mean the DMT Trustees should hold and manage the "Club Assets" in a way which protects them from any imprudent management of the Club.

The **Club occupies the Club Offices** under a full repairing and insuring lease granted by the DMT. That lease is not assignable. The rental payments received by the DMT from the Club under that lease enable the Trustees to make grants or loans to applicants seeking support for worthy projects which meet the objectives of the DMT.

**Editor's Note:** Will readers please pay particular attention to the last sentence of the paragraph beginning with "**Role of the DMT Trustees**" viz; "in a way which protects them from any imprudent management of the Club". I highlight this to remind members that the Club nearly went out of

business over ten years ago. I don't intend to 'rake over the coals' to explain why. Hopefully, you will get my drift.

## **2. WHY A NEW KIMBER HOUSE?**

The decision of the Club Directors to go for the scheme currently proposed was arrived at following an analysis of options to overcome (what is acknowledged to be) a shortage of space in Kimber House.

The four options considered were:

1. Do nothing
2. Extend Kimber House
3. Demolish and rebuild on the Kimber House site
4. Move to a new location.

Taking each option in turn, the first was not considered a tenable option and was quickly discarded. The second was largely ruled out on the grounds that it did not address the problems of the current building and in value for money terms it was questionable. The fourth option was considered the clear favourite from a purely financial and business point of view but the downside was claimed to be lack of suitable sites within the Abingdon area. This left the third option, which is the one over which there is so much unease amongst lay members of the Club.

**Note:** I have, I believe, given an accurate, albeit, very basic summary of the options. To go into more detail is largely academic, since Option 3 is what we are currently faced with.

## **3. WHAT IS THE VIEW OF THE 'T' REGISTER COMMITTEE?**

The 'T' Register Committee is not at all in favour of the current proposal. We are astounded that the owners of the freehold of the building, the Douglas Mickel Trust had not, at the time the matter was last considered by the Extraordinary General Meeting of the Club on 10<sup>th</sup> July, been properly consulted. They were not consulted on the design, the strategic decision to go for a specialised building, rather than a commercial scheme, or any aspect of the preparation of the information pack, which was presented to the meeting. Indeed, the Trustees first saw the information pack only a matter of days before it was circulated, including proposals for the contractual arrangements for the project, which involved personal direct and contingent liabilities for the Trustees as the proposed borrower of the large commercial loan (which is needed for the proposed project) and as



counterparty to any construction contract. Not surprisingly, each of the Trustees has rejected the role which was foisted upon them without prior discussion with them.

Putting aside the role of the Douglas Mickel Trustees in this matter (and that is not a matter to be lightly put aside) the T Register Committee's opposition to what is being proposed (some might say being bulldozed!) can be summarised as follows:

The information which has been provided to date lacks proper provision of a Business Plan and Supporting Financial Cash Flow statements which could establish the viability or otherwise of the proposal.

Notwithstanding this, it is not unreasonable to ask some searching questions as to whether this scheme can be afforded and whether it is wise to incur such a debt mountain on a project, which would surely preclude the Club from spending money on other worthwhile projects which might be of benefit to Club members.

The total cost of the project, including demolition and outhousing costs is unlikely to be less than £1million – it could be £1.25m. – much depends on whether VAT can be recovered. We are not talking here of a standard office type building, but of a bespoke building (with the attendant increase in construction costs and the potential difficulty in realising the asset value, should the Club have to move).

The Club currently has a healthy cash balance (on which it is presently earning some useful investment income) but for this scheme to proceed, it would be necessary to use most of this cash balance and to borrow as much again, or possibly more, from the Bank. The Club has enjoyed varying surpluses over the past few years but the cost of servicing and repaying any commercial loan needs thorough justification. This cost and the loss of investment income would surely more than wipe out these surpluses. There is also mention of increasing the Kimber House staff (maintaining the Club website has been mentioned) so where is the money going to come from? Increasing subscriptions is virtually a “no, no” (they were last increased on 1<sup>st</sup> January 2003). We know that we have lost a number of T-Type owners from the Club over the past few years due to dissatisfaction with T-Type coverage for the subscriptions they were being asked to pay. Happily, we have evidence that the arrival of TTT has tempted a few back.

The ‘T’ Register is not against progress and is on record that the Club offices must remain in Abingdon. However, we are not prepared to support a project, which we feel could put the future viability of the Club in jeopardy.

**JOHN JAMES**

## A Diary of TC use and maintenance (3) May-July 2004

The new running boards have arrived! May begins with no better way of spreading the Gospel of the T Type than taking two friends of my 12 yr old daughter out for a spin, one after the other. They revelled in the smells, hard ride, breeze in face. The rest of the first week in May I am appalled by the cold weather, and drizzle on/off, and I have to admit not to have driven the car. I should have been using it for my evening trips along to nearby fishing, but have not.

**8 May.** I visit Paul at NTG this morning and chat about the handbrake. Despite my protestations that the cables are not seized up, he says that they stretch and become unusable. "How long have they been on the car?" he asks. "Well, to my knowledge, thirty two years....." He ventures to suggest that new ones are worth a try! I also ask about a local garage for an MOT.

**12 May.** Handbrake works at last! Holds on my steep drive. Why have I made do for so long?? New cables have been the obvious answer.

**22 May.** I load up for a journey down to the River Test for the mayfly. It turns out to be a 360 mile round trip, once I've included running around whilst near the river, and a pretty smooth run. The ammeter shows minus ten momentarily: why, I wonder?...time will, as always, tell. However whilst down there over the weekend, I run out of petrol and suspect the float on my sender in the tank might be no good (it is a French wine cork, as the little original cylinder lies in my garage awaiting some attention to its leak). I always return my odometer to zero when the green warning light comes on, but this time there were only 26 miles on the clock when I ran out. Fortunately, by chance, I have some spare petrol on board to get me to a fuel station. Not since 1974 on the M2 travelling from London to Canterbury at 3.00am has this happened to me (failure of green warning light). On that occasion the AA brought a can and charged about 35 pence, and I failed to tip the man for which I have been ever since regretful.

**5 June .** Why is it that, on a lovely sunny Saturday morning when I have to drive to Cambridge, that I decide to use the family car? I am furious with myself, having got back this evening. I have been into my garage, and the TC has eagerly started up – that lovely sound of the XPAG, instead of which I've been strapped into my family vehicle, bored of the effortless and eventless tedium that modern driving offers.

**7 June.** A warm sunny morning. Drive a daughter to school in the M.G., take a back road to avoid some reported traffic jam and become lost in Suffolk countryside. On the school drive the throttle link fails. Tickover takes me forward in first gear further up this long drive, but cars behind must wonder why I am going quite so slowly.

**14 June.** I am late to take a rehearsal of a local choral society; flat tyre on the Renault, so out comes the willing T type. A good job it is in such a reliable order (regular use) otherwise I'd never have made it. It is not so much that an M.G. is in perfect order (this one isn't) as that with regular use one will know what to listen out for, and if possible predict and rectify before any breakdown. On motorways it is dangerous to face a sudden cut-out, especially if in the middle lane; one reason for my ensuring, for example, that the points on the petrol pump are always clean.

**25 June.** Tomorrow is the MOT! I am worried that I have not had time for two weeks to make any preparations for this momentous day at a new garage. I ensure the petrol level is below the tank sender so there is no leak (it still seeps through despite my best efforts). At least it is now leak proof at the bottom - a job I did last winter. Other tasks include cleaning rear brakes of diff oil (to be sorted out yet again), checking handbrake, trying to make o/s brake light work (it needs attention!), and, with a strange, almost maniacal notion that it might make some difference to the outcome of the inspection, cleaning and polishing everything.

**26 June.** MOT day. It seems NTG's advice of this garage was sound. I found that they had a care for safety, and at the same time write out an MOT pass along with helpful comments about what should be done before too long (in this case, shock absorber bushes). The O/S brake light decided not to work, but I promised to put it right on return home - the sort of garage attitude I like. I shall return next year.

**19/20 July.** Sadly, very little T type driving for two weeks – work interferes, but necessary of course. Now I have some work in Bury St Edmunds and its surrounds, excellent destinations for a pretty sports car! Often a parked T Type leads to stimulating discussion, today with a 1960 Land Rover owner parked next to me.

**22 July.** Preparations for Silverstone are in full swing. Today I fitted new running boards. I allowed an hour for each side, but it took five hours, and a lot of swearing I'm afraid. The fixings on these new ones are in different places, so new holes needed to be drilled, and also they are a little slimmer than my originals, so some extra padding needs putting in between body

and running board so that the line with the front wing on each side will be perfect. This latter was not attempted today.

**23 July.** Depart for Silverstone and all goes well until arrival there at the campsite, where due to a drop from road level to grass which I had underestimated, a dreadful blowing noise is heard from the exhaust. On inspection, it is just the rear pipe that has come loose. I refit it in a hurry. Such hurry proves ill-advised, and later on whilst refuelling at a garage near Towcester, the same rear pipe drops off as I pull away, making a grating noise. Evelyn and I end up pushing the car out of the way of others trying to fill up, and then I don my overalls and make proper repairs and refitting on the garage forecourt. The starter motor front plate is coming adrift, and I cannot always make it work without holding the plate and operating it from inside the engine. This is awkward in traffic. However, I have also noticed that there is an occasional short from the same area - thus my strange ammeter reading a month ago, I expect.

**25 July.** I start up and am then alarmed by some bumpy running of the rear axle. Could this mean AA relay? And we are due out on the circuit for laps in an hour or so. I suspect the near side wheel which is getting very bad, and once jacked up find the wheel is OK but the bearing seems loose. I inspect closer – it is not too bad. However, as Evelyn and I drive off to the laps, there is an awful grating sound from the same wheel, so I take it off again. This time we are parked rather publicly by the side of the road between quiet camping and main gate. *At least six T types turn up*, offering advice, spares, absolutely anything to assist. What a lovely bunch of people. However, I find a piece of broken metal lodged in the brake drum which must have come from the hub nut which I tightened earlier with a hammer. So, at last all is well, and down to the circuit lappery where they accept us although we are over an hour late. And what in any case was the cause of the bumpy ride which has caused all this fuss this morning? Merely something like old newspaper picked up and stuck to the tyre the night before, I suppose. Silverstone to home after a go at the Gymkhana.

**27 July.** It's off to Cornwall, and I am looking in at John James on the way as he is lending me a 4.50X19 wheel so that I can get one of mine straightened up. A memorable drive through the Cotswolds arriving at 1.00 pm at the Bath Road address, easily found as John has parked his T type out on the road. Good to see that, and his garage of spares etc. Mrs James makes some lovely sandwiches, John and I talk 'T' matters, and I load the wheel onto my boot rack. Off to Bude, far from home, then M.G. to France next week. *Laus Deo* for a lovely summer break!

**Christopher Tinker**

## Fuel lines need not be frightening!

Having suffered a persistent misfire and loss of power on my TD since last Autumn, I finally traced the problem to a joint in the fuel line. A previous owner had for some unknown reason, cut the copper line half way down the engine bay, added a brass union to the end of the copper pipe into which an aluminium union was screwed. This allowed a braided stainless steel pipe to be joined and routed to the fuel pump. It certainly looked good but the joints had worked loose allowing the pump to draw air as well as fuel, hence the misfire. Re-securing the joints with Loctite and/or PTFE tape stopped the problem for a short while but with the movement of the car the misfire kept returning. So a new fuel line was needed.

I was reluctant to tackle the job myself having heard horror stories about how fiddly it was and the need for special pipe bending and flaring tools. However, speaking to Moss, I learnt that they supply copper lines cut to the correct length with appropriate brass ends already in place, so one was purchased, together with some chassis clips to hold the pipe in place. The car was jacked up at both ends tilting it to give access to the driver's side chassis member where the line runs and to save draining the entire fuel tank. The old fuel line was removed with careful note being made of its route so the new one could be positioned in the same place. The new pipe came in a coil, which needed to be straightened. This was done by heating it with an electric paint stripper to soften the metal and gently pulling it across the heel of my palm until it formed a large, flat U shape. One end was then fed down into the engine bay, behind the pedal box and along the chassis. When it was roughly in position, the engine end of the pipe was folded around a small jam jar to create a smooth curve leading to the pump. The same jar was used to curve the fuel tank end as well. At each end of the pipe the last inch or two was left dead straight so it joined the pump inlet / tank outlet nice and square, hopefully ensuring a completely fuel / air tight seal. New chassis clips were popped into the slots in the frame and the line secured in place. The last job was to polish the copper piping where it was visible in the engine bay and by the fuel tank.

The result is a car that not only looks more original but now goes better than ever as the poor fuel pump is now able to do its job properly. The task took four hours from start to finish, at a total cost of about £40 for the new line and chassis clips and the only special tool required was the small jam jar. I no longer find fuel lines frightening!

***The Novice Mechanic.***

## WARNING!...DANGER!...HANDLE WITH CARE!

To all beam axle T type owners : Beware the sector shaft sheared stuffed syndrome! – SSSSS for short.

To explain: my sector shaft sheared off from the thingummy head as it transfers over to the worm gear in the steering box. **Time:** mid-morning, **Place:** Silverstone California cup autotests, **Action:** no response to a hefty swing to the right with the steering wheel, zilch, zero, nowt, kaput as in straight ahead. Bugger!

There is absolutely nothing that you can do about it except stare helplessly into space and hope the brake response kicks in fast. Job's comforters said "it happened in just the right place – Silverstone, lucky chap". I'd much rather it didn't happen at all!

As far as I know, my sector shaft is an original, dropped forged casting, (I have owned the car since 1966). I know that you all know to have your drop arm crack tested, but the sector shaft? Go on with you, you're having a bit of daft. I showed the offending end of the sector shaft to many a wise person, all shook their heads and added "never seen that before". Well, you have now!

My car, sorry, our car, is a 1939 TB Tickford so I/we have a seven year head start on most other T types. This TB has had a fair amount of hammer since 1989, more than many a TC. Could it also happen to you? On a motorway at 70mph? On the Stelvio Pass? On the Magic Roundabout gyratory system? It really doesn't stand thinking about.

**Conclusion:** get your sector shaft crack tested asap. Please. Replacement shafts are easily available, see Andy King. It's cheaper than multiple fractures or a respray.

If this has happened to anyone else, please report in to the T Register so that action can be taken to alert T Type owners to beware.

### BOB DOUGLAS

**Ed's note:** I couldn't see a price quoted for a replacement sector shaft on Andy King's website. Mike Dowley (Sports and Vintage Motors) lists the item (referred to as "Rocker Shaft") in his catalogue at £105.86 +VAT (16/01/04 price list).

To add to the woes of beam axle T-Type owners, a cautionary tale from George Arber follows on the next page. There is also a worrying report from Derry Dickson concerning rear spring 'Silentblocs' on page 23.

# Drag link ball joint - A cautionary tale

During its recent MOT our TC faired well with the surprising exception of a problem with the ball joint connecting the drag link with the drop arm. The setting up of the ball joint was straight forward i.e. wind in the screwed end plug to solid and back off approx., half a turn and then insert the split pin. Thus the spring was under maximum usable compression and no discernable play in the ball joint.

However when up on the ramp with me in the car and rotating the steering wheel hard in each direction, the examiner noticed that the drag link end was moving vertically up and down before moving the road wheels. The other ball joints were fine. On returning home it was noticed that ball and tapered shaft was leaning over at about 30 degrees to the vertical and was hard up to the end of the slot with the ball trying it's best to 'pop' out of the retaining slot ! The complete ball joint was unscrewed from the drag link and stripped for examination , cleaned and reassembled on the bench after checking. On assembly everything seemed to be in order until the spring was screwed up solid and at this point there was a loud 'click' and the inner hemispherical cup canted over taking the ball/shaft over and upwards with it. The ball again trying to escape through the slot. This would not have been evident when making the adjustment in situ on the car as the ball would have been held in place at least initially by the fixed assemblies. However it was under load that the problem manifested itself.

After stripping again and taking a closer look down the inside of the adjusting collar, it was obvious what was causing the problem. In spite of the fact that there is no relative movement of the two components, part of the recessed shoulder that supports the rear face of the inner hemispherical cup had collapsed allowing the cup to tilt into the bore with the obvious results. One serious effect of this misalignment was that the inner face of the slot was part worn away by the top face of the ball. The consequences of a breakthrough of the retaining slot could have been catastrophic with total loss of steering !

After measuring the offending components, it was obvious that the clearance between the outer diameter of the cup and the inner diameter of the screwed adjusting collar was excessive with a minimal ' land' on the supporting recess. The hardened outer edge of the cup was therefore nibbling away at the softer inner edge of the shoulder. When I restored the car I replaced the ball and cups on all the steering joints as a matter of routine. Whether the inner shoulder was suspect then I cannot say for certainty but I would have checked all items carefully at that time.

To think that we were recently hurtling (at least it felt like it ) around Silverstone - makes you think doesn't it !

**GEORGE ARBER**

*Totally T-Type, September 2004 15*

# Phoenix Rising

## By Bob Hughes

This is part of an ongoing story of a 51 TD right hand drive car that is being built from spare parts. Since it is in effect, a “junkyard dog”, I’ve elected to take some liberties with its construction. Part of it is due to my love of racing, and part of it is due to the fact that I’ve very limited financial resources to work with. Hence the installation of an MGB drive train into this car. My end goal is twofold, first do no harm, and secondly to create an auto that will keep up with our 75 mph traffic here in the Northwest USA. My vision of the car will be to have it look and perform like an SCCA racer out of the 60s. It is not intended to be a concours car: it will be driven.

The engine is an 18GH with a 4-syncro gearbox. It is mounted using the TD engine, and transmission mounting points via fabricated brackets for the front engine mount, and the rear transmission mount. This is where the part of “do no harm” comes into play. I did not want to bodge it up by welding or cutting up the frame to mount the engine. If at a later date someone else or I wanted to install a “T” series drive train, they would merely have to unbolt the “B” parts, and install the “T” parts.

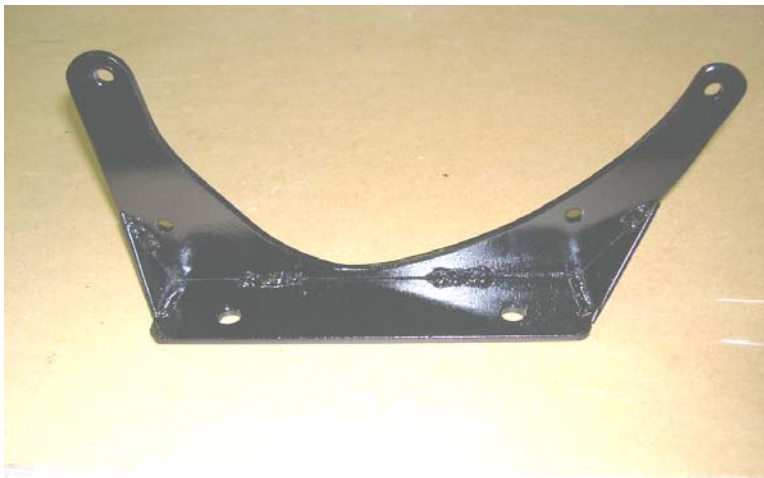
The first thing I did was to position the engine and transmission in the engine bay. I used two jack stands under the front of the engine near the forward corners of the oil pan, and one stand in the rear of the transmission. Later I found that using wood blocks across the frame worked better, as the engine, and transmission got moved around quite a bit trying to find the right position.

There are three major interference points in this installation. First is clearing the starter motor with the steering column. This means the engine will have to sit very low relative to the front motor mount. Second, the clutch lever wants to interfere with the pedal box. Third, the exhaust pipes coming from the manifold want to interfere with the frame.

The first issue was the hardest, creating the front bracket. I went through several iterations until I found the proper height. This was mainly because I didn’t believe that the front crankshaft pulley needed to sit so close to the motor mount. In the end it has only about 3/8” clearance, which will make changing v belts difficult, but you only need to do that every five years or so. Using these criteria, I was able to achieve about ¼” clearance between the starter motor, and the steering shaft. If money were no object, the use of a gear reduction aftermarket starter would allow a higher engine position, and easy belt changes. The bracket was fabricated from 3/16” plate. I



used a spare MGB front engine plate to locate the four mounting holes on the engine side, and the TD motor mount on that end. I used a cutting torch to cut out the pattern around the timing chain cover. There was lots of grinding done to get it to its finished state.



In retrospect, if you had some press brake capabilities you could fabricate this from some 3/16" by 2" wide strap, and do it in one piece. Since I had the cutting torch and MIG welder I elected to do it this way. Please note how close the bottom of the timing chain cover comes to the top of the motor mount. It is close! This bracket is pretty much the key one.



I should also mention the clearance between the fan on the water pump and radiator needs to be checked. There will be enough clearance provided you keep the front of the crankshaft pulley hanging over the front of the mounting rubber by  $\frac{1}{2}$ " and not much more. Next the transmission mount. It is fabricated from  $\frac{1}{8}$ " by 3" steel strap. It bolts into the frame using the TD locating holes, and has angled brackets located to hold the MGB transmission pads. The position of the transmission is centered between the frame rails.



When everything is centered up you should have an installation that has clearance between the firewall like this:



Please note the clearance is about  $\frac{1}{2}$ " between the firewall nuts, and the transmission plate. The clearance between the clutch lever and the pedal box should look like this:



The clearance between the steering column and the starter should look like this:



The clearance between the exhaust pipes and the frame should look like this:



I was going to use a long branch header that I had, but found that I would need to modify it extensively to fit, as the collector ends up between the frame and the engine. There just wasn't enough clearance available to do it cleanly, so the stock manifold was pressed into service.

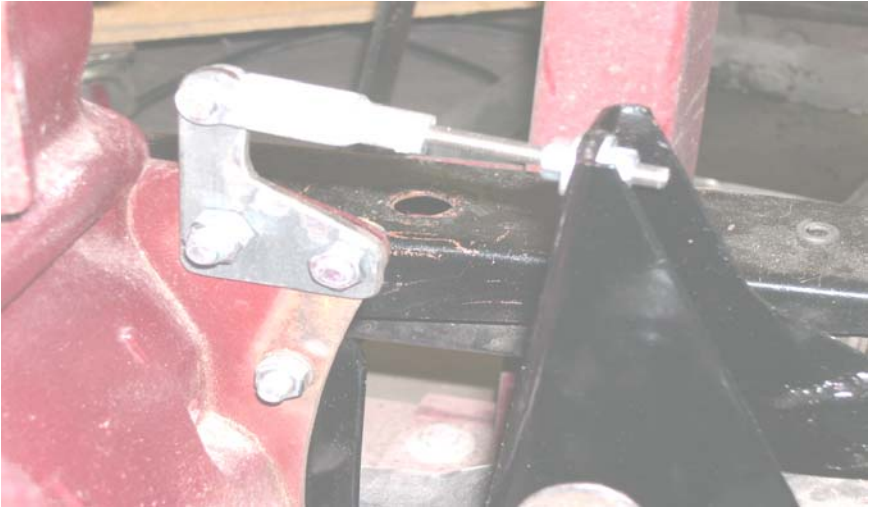
I created my own clutch linkage using the early cable / rod system. You could use two rods with the same results. I didn't, as I was having too much fun creating my brackets, and besides, I already had a new clutch cable. This allowed me to use the standard pedal arrangement with only minor modifications. Using a hydraulic clutch was not a consideration for this arrangement. If hanging pedals were to be considered as a way to create more room for your feet, Kugal Komponenten makes a pedal assembly that mounts the master cylinder at 90 degrees to the pedals. This keeps the master cylinder under the cowl, and gives you a place to put your size 13s. The downside of this installation is that it's expensive, (about \$250) and has to be welded in place to the cowl hoop. Again the "do no harm" came into play. My linkage is mounted to the engine using existing holes located on the oil pan, and some fabricated parts.





The front pivot block is made from aluminum plate  $\frac{1}{2}$ " thick with an oil lite bronze bushing that a  $\frac{1}{4}$ " clevis pin passes through. The  $\frac{1}{4}$ " clevis yokes are from my friendly hardware store, with  $\frac{1}{4}$ " clevis pins used as pivots in them. The push rod going to the clutch lever is fabricated from  $\frac{1}{2}$ " thin wall tubing with  $\frac{1}{4}$ -28 threads in 4130 steel for adjustment. All the rest of the brackets were made from  $\frac{1}{8}$ ", or  $\frac{3}{16}$ " steel plate stock.

One last thing to fabricate was the engine control bracket, and rod. For this I used  $\frac{3}{16}$ " steel plate for the bracket that attaches to the front engine plate. The clevis yoke is a  $\frac{1}{4}$ " one with  $\frac{1}{4}$  x 28 thread. The mounting holes were already in the engine plate so I used them. The outboard one is a  $\frac{5}{16}$ " hole, and the inner one is a  $\frac{3}{8}$ " hole. I used the standard TD control bracket and mounting holes. The threaded rod is made from 4130 steel, and is much stronger than standard hardware store all thread. As this is what keeps the engine from rolling over, I would strongly recommend using 4130 steel. It should be able to be purchased from a fastener supply house. The control rod is adjusted the same as the factory workshop manual advises, just take up the slack, but don't put the engine under tension. You just want to keep it upright. Here's what this assembly looks like. For you keen eyed observers, there should be a rubber grommet on either side of the flat washers going through the bracket that's mounted on the frame.



There is another interference point that I will have to deal with later. It is on the passenger or off side. It is where the carburetors come into contact with the left radiator steady rod. I will have to fabricate a rod that has a jog in it to clear the front carburettor. I may also need to create a “bubble” similar to the one on the generator side of the bonnet. At this point I’m debating on whether to use the side panels of the bonnet, or to leave them off, relying on the leather strap holding everything in place.

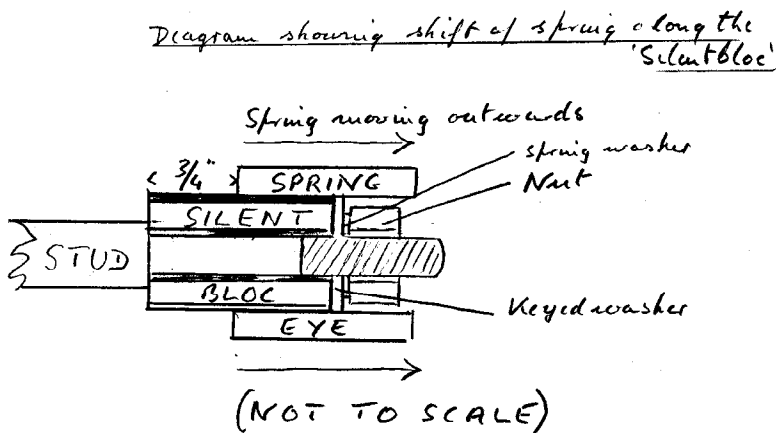
I also have done other modifications to the chassis. I’ve installed an MGB banjo differential with wire wheel hubs, MGB leaf springs, and MGB drive shaft as well. The front suspension is MGB with wire wheel hubs, and sway bar. The reason for these changes was safety. The MGB disc / drum combination will help stop the car much faster than the smaller TD units. There’s much sorting out to be done with this combination, but most of the mounting points are the same. The springs on the front will need some modification to get the car at the proper ride height. But that’s another story.

Remember, you’re doubling the available horsepower, and the potential problems that it creates. Most sports cars in the breakers’ yards have extensive front-end damage due to overdriving their braking capability.

## CHECKING THE LOCATION OF 'SILENTBLOC' BUSHES

With 37 years of TA/C driving and maintaining these vehicles, I thought that I had experienced just about everything that could happen to these incredible cars. I was wrong!

During a recent routine check and service of the 'TC' I had my usual look at the suspension and found the 'U' bolts were all tight, and the rear axle banjo spring hangers were still intact ("TCs Forever!"- page 99; these fractured on my 'TA' many moons ago, so I always keep a wary eye on them). On close inspection I noticed that the front eye of the N/S rear spring had travelled 3/4" outwards leaving the 'Silentbloc' bush firmly held in place on the stud by the nut and the thick keyed washer. Because this washer - the car's original - was apparently the same diameter as the internal diameter of the spring's eye, the spring was allowed to slip outwards to pass along the 'Silentbloc' and over the washer. Examining the O/S spring showed a compensatory move of the spring towards the N/S - a move of about 1/2".



Having re-aligned the springs on their respective 'Silentblocs', I have put an oversize washer between the original keyed washer and the 'Silentbloc' to prevent the slippage recurring.

The springs currently on the car are new replacement ones and I just wonder if the eye is just not tight enough on the 'Silentbloc' thus allowing the spring to slip along it and over the washer during energetic cornering. I'm assuming that the thick keyed washer is there to keep the 'Silentbloc' on the mounting stud and to stop the spring coming off the 'Silentbloc'; am I right, or should only friction hold the spring in position?

**Derry Dickson**

## **A LIGHTING SWITCH CONUNDRUM ON MY TF**

Having laid up the TF last September while I completed the rebuild on a 1964 MGB Roadster, I thought it was about time to look at the old girl.

I put the battery on charge a couple of days ago, It seemed fully charged by today, so put the key in the ignition, turned it - nothing, although everything else seemed to function. Tried the lights – no lights. I decided to forget these for now and try to start the car, checked the battery, it seemed OK. I bet it's that damn starter switch, the one you close the contacts on when you pull the starter. I check the live side, it had power, but nothing seemed to go across it when the starter was pulled, so off it came, putting a meter across it then pushing the pin gave me continuity, so that was OK. I think the connecting tube had slipped slightly, so I re-adjusted this when I refitted the switch, pulled the starter - still nothing. Had a think, I bet it's an earth problem. I removed the neg. lead then took off the plus lead, removed the nut and bolt where the lead terminates on the side of the battery box, cleaned it up, put in a new nut and bolt, cleaned the battery terminals, reassembled it all, turned the key and pulled the starter, it fired up first time. So that's sorted!

Now for the lights! Again thinking it was an earth problem, I removed the earth connection on the engine side panel, cleaned it, refitted it, but still had the problem, where to go next? Looking at the drawing, my feelings were the light switch may be causing the problem. Removing the under tray, then the switch, I was getting all sorts of readings with the test meter. I marked up and removed two of the wires, the third I could not undo the terminal screw, not sure what I was going to do about it, it was the live feed terminal "A" so I cut through the wire close to the terminal. I could then take the switch to the bench. I tested the switch again, with the switch turned on there should be no resistance between the live terminal and one or other of the output terminals, my meter just bleeped instead of giving a continuous ringing. So thought the switch had had it. I fired some W 40 on the terminal screw that I could not undo, put the switch gently in the vice and, using a small screw driver, the screw came out. Phew, that was a bit of luck! I next spoke to Barrie Jones, who told me the contacts inside the switch needed cleaning.

OK, three small rivets hold a plate on the bottom of the switch. These I carefully drilled the turn over off, the plate then just lifts off. A nut locks a bakelite tube with brass contact on to the pull spindle. Removing this, then a washer, the tube pulls off, exposing the brass contact legs – these were pretty dirty. I removed the pull spindle completely to make more room to work inside the switch. I attacked the legs with Solvo giving them a good polish, reassembled the switch but still had the same problem, so went



over the same thing again, then again, with the same results. With the switch turned on I rang out on the legs instead of the wiring terminal blocks. All rang out fine, the problem was the block the wire goes in the "A" terminal. The block sits on the top end of the brass leg, there was no continuity between the two, the brass terminal block is riveted to the bakelite switch body. I was not sure what to do, but thought the switch is no good so it's worth a try. I gently drilled the head off the rivet, not going too deep. It appeared the under side of the block had a stud on it, this was riveted over holding the block to the leg and the body. With the head off I was then able to pull out the block with its stud from the body. Sure enough there was the problem, the contact points between the block and the brass leg were black. I cleaned and polished both parts, put the block back in the body, holding it while I rung it out, all was well, no resistance between the terminals when the switch was on.

So now how do I hold the brass terminal block back into the bakelite body? I cleaned the hole the stud had come out of and the brass stud, mixed up some epoxy resin, put this down the hole, then pushed in the stud on the underside of the block, then clamped it gently in the vice to set.

Three hours later, removing it from the vice, I tested it again, it was fine. As I did not have any very small rivets for the bottom plate, I used small split pins, it's only a dust cover and under no strain.

Connected back in the car, we have lights!

It may pay you to have a go as a new switch is somewhere in the region of £30. Incidentally, my switch was marked up 1954, so it had not done badly. Hope this may help someone!

**Colin Lanning**

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## AUTOMATIC REGULATOR FOR 3-BRUSH DYNAMOS

With the 'summer' charge of 6 ish amps on my TA, the battery voltage rises to over 15. A bit too high, with what I believe is the correct 3 ish ohm total field resistance switched 'in'. To change the resistors would require taking off the fuse box, not much fun! So, with my head in 'design' gear, I made a 'stand alone' box, which can be hidden; and, only one wiring change. The diagram is on the opposite page – the circuit is 'off the top of my head', electronic experts may like to refine it. Please note, this does not replace the cut out!

### Major Parts

Transistor BFX30/CV9507 (65V .6A HFE 100) PNP

“ “ Heat sink (to fit transistor)

Maplin RN 65

Zener diode BZY88 6.2V

“ “ QH 09K

Relay 12V/12A

“ “ JM 67

5.6 ohms resistor 10 watt

“ “ H5 R6

5K pot. Fine adj. type

“ “ UH 24

Transient suppressor

“ “ CP 69A

### Circuit Description

The unit requires a power feed from IGN –VE and earth +VE. Disconnect the dynamo field wire and insulate, replace with the unit's field wire.

From start, maximum field current is fed via the relay contact. As the dynamo starts to charge (1000 rpm ish), the battery voltage rises from, say, 12 up to 14.5. The Zener fires the transistor and relay and the contact opens, reducing the field current/charge. Until the battery has charged up, cycling will occur; the battery voltage will drift down until about 13, when the relay remakes and full charge resumes (8 amps).

During a journey with engine revs rising and falling, dynamo charging rises and falls with the regulator continually adjusting the charge. With steady running, say 2500 revs, the charge will settle at 'low', about 2 amps, depending on your 3<sup>rd</sup> brush adjustment.

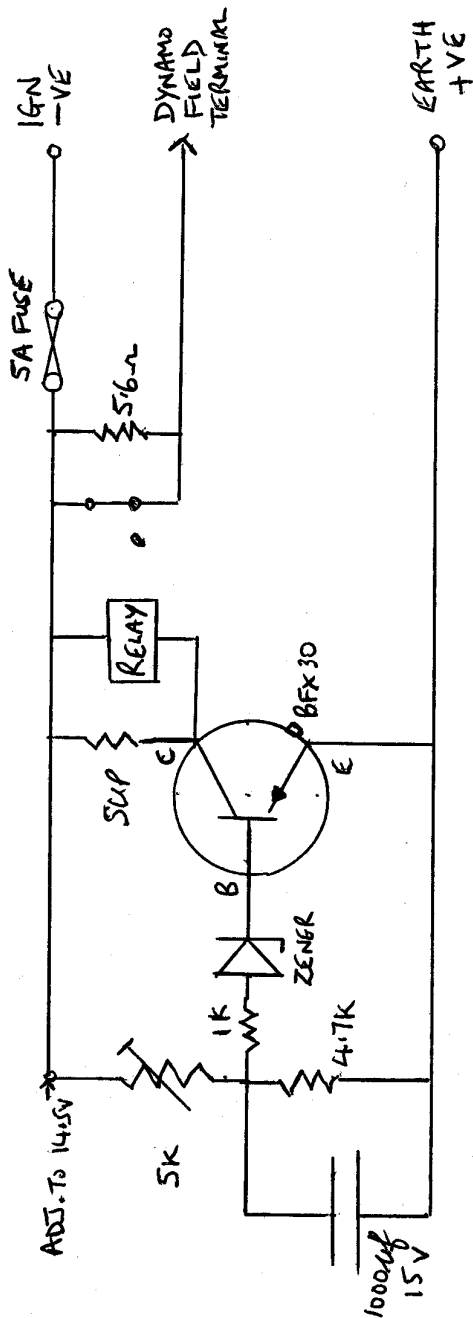
### Notes

Depending on component value variations the lower, relay release voltage will be about 13, which is fine. The average battery voltage settling to 14 ish. I adjusted the 14.5 strike voltage with a variable power supply and accurate volt meter, OFF the car!

Different transistors with different 'gains' (HFE) will probably require variations in component values (I had some CV 9507s in my bits box). The 5.6 ohm resistor may be varied to suit your situation. This resistor gets hot and requires venting. The 1000 uf & 1K are to slow the circuit down a bit.

**Ed's note:** For the benefit of overseas readers "Maplin" is a UK retailer.

**STOP PRESS:** have noticed recently not charging fully, only half charging – this may be down to the relay not being 'man enough'. **DAVE HEATH**



## **ADJUSTABLE DOOR TENSIONING STRIPS**

After many years of slamming, and perhaps some misuse, the doors of the T Series have a tendency to distort by losing some of the built in compound curve, thus enabling the lower corner at the front of the door to stand proud of the body more than the upper corner. To retain the original profile the factory installed a tensioning strip which is screwed to the wooden frame at the top rear and the lower front corner of the door. The trouble is that over the years the screws can become loose and the strip slackens off. As these strips are of a fixed length I thought that some means of adjustment may help to bring the door back in to shape, and to this end I devised the following method, which certainly helped in restoring the tension and overcoming the problem on my TD.

1. Remove the interior trim from the door, taking care not to damage either the paint or trim material as you lever out the nails. I found a thin clean scraper the best tool for the job, lever in towards the car or you may mark the top of the door.
2. Make doubly sure that the wooden framework is in sound condition and that the existing screw holes are not worn or stripped. If all is one hundred percent satisfactory proceed as follows.
3. Make a mark on the strip centrally in the space between the frames, remove the strip and throw away the screws.
- 4 Cut the strip at the point previously marked. Measure 3/8" (10mm) back from the cut on each half and centre pop the middle of the strips at this point. Drill a 1/4" (6mm) hole and clean up.
5. Measure back 3/4" (20mm) back from the cut on each half and square a line across. Fold the strip in toward the door skin at this point and remove all sharp edges.
6. Replace the strips on the door using new, and if necessary, larger screws making sure that the bigger screws will not foul the door skin or trim.
7. Place a washer behind the head of a suitable length bolt (you may have to file a flat on the edge of the washer to clear the strip), insert through the holes, fit another washer and nut in place.
8. Carefully tighten the nut and bolt a little at a time until the lower front corner of the door lines up to your satisfaction. Place a further nut on the bolt to act as a lock nut and tighten up.
9. Replace the door interior trim, stand back and admire.

**Brian Craft**

## **Peter Edney Classic And Sports Car - Business or Pleasure?**

*(Peter Edney is the first of our advertisers to 'sign up' for next year. The Editor is aware that a number of TTT readers have availed themselves of Peter's services. Those who haven't may like to know about what he has to offer).*

Tucked away in a corner of the beautiful Essex countryside, not far from Stansted airport, Peter Edney Classic & Sports Car can be found. A company set up by Peter to provide the T Type enthusiast with all the services required to keep their beloved MGs in tip top condition.

Peter has been enthusiastic about MGs, and in particular T Types, for as long as he can remember. Gaining his passion and knowledge from his father, George Edney, Peter has been racing, trialling and working on T Types from his early days. In fact his first ever car was a 1946 MGTC that he used daily for three years before taking it off the road and rebuilding it into his first race car. Now Peter regularly competes in MGCC events and has raced many MG models including a Metro, MGB, T Type, and Lester. He has raced against legends such as Sir Stirling Moss.



Over the years the business has grown, from small beginnings in his garage to his new premises, an impressive 3500sqft purpose built modern workshop including a classic look showroom.

Peter and his skilled & enthusiastic team offer a wide range of specialist services

for the T Type owner, including full restoration, servicing, MG sales, five speed conversions, lead-free conversions, XPAG engine rebuilds etc. Some of you may have already seen Peter's work through the T Register video (Stripping & rebuilding an XPAG engine).

Peter produces the original Laystall Lucas alloy cylinder head from the original patterns and can supply it to the customer in standard or fully ported and gas flowed race form. He also produces a vast array of other

XPAG engine parts, such as cam shafts, modified cam followers for better oiling, light weight flywheels etc.



Peter's aim has always been to try and keep as much work in house, and therefore under his critical eye, as possible, his team priding themselves on being able to ensure a consistently high standard. The quality of their work has been approved by the Guild of Master Craftsmen, allowing them to become a member early this year.

Supporting this even further is the recent introduction of an additional 4000 sq ft building housing a fully equipped body shop with spray booth facility and paint mixing scheme, allowing Peter to maintain high standards in body finishing and colour matching. Also in the new building is storage for sales cars thus allowing a greater stock and therefore better choice, along with fully insured dry storage for customers' cars.



With such enthusiasm for the MG marque and a passion for his work, Peter says he does not go to work every day, more go to play. "I love the cars and working with them gives me so much pleasure, I have also had the privilege of meeting some wonderful people who have become more friends than customers".

For all your **MG** needs, especially **T Type**, give Peter a call and he will be more than pleased to help.

Your can contact Peter Edney Classic & Sports Car at:

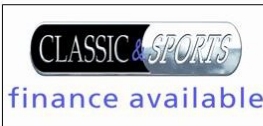
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Finished in red with red interior. Very good mechanics. The body is in need of attention but is perfectly usable. Sold with 12 months MOT and service.

**£9,750**



### **1947 MG TC**

Finished in red with black interior. Black mohair hood and side screens. Excellent chrome. A nice example of a TC for under 11k.

**£10,950**



### **MG TF 1250cc**

Black with red interior. The body is in fair condition, could do with a little TLC. It has the original interior. Mechanically sound. Sold with service and new MOT.

**£11,750**



### **MGB Roadster race replica.**

Built as a replica this car has never competed but it could. BRG with black interior. Roll cage, bumpers removed, wider alloy wheels, up rated suspension etc.

**£6,500**



### **1967 MGC GT.**

Red with red interior. Fitted with new carpets and panels. Up rated lead-free engine. Suspension sorted by MG Motorsport. Mota Lita wood rim wheel. Overdrive.

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### **MGC Roadster.**

Finished in Primrose yellow with black leather interior. In super condition both mechanically and body. Wooden dash, 'Mini light' wheels.

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### **1971 MGB GT**

Blaze with black interior. Fully rebuilt suspension. Lead-free 1860cc stage 2 engine. New alloy wheels and tyres. Stunning condition and wonderful to drive.

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## SPIN-ON OIL FILTERS FOR XPAG AND XPEG

Bill Dray has been doing some research on additional filters which are suitable for Bob Grunau's nicely engineered oil filter adapters (which your Editor has now finally got around to fitting to his TC – I won't mention the horrible black sludge which is at the bottom of the sump!). If you remember, we said in the January Issue of TTT that the Fram PH-3600 wasn't available in the UK. Well, it is, but under a different cross reference number. Fram PH 2991 is a cross referenced filter to Fram PH-3600. It measures approx. 3 1/16 inches in diameter by 4 ¾ inches long. Looking at this filter, Bill thinks it is of the non-return type, but suggests anyone purchasing one for a late TD or TF should check this point. The filter retails for around £5.

Another filter, which can be added to the list on page 19 of the July Issue of TTT is made by Wix Filters. The number is WL 7098 and it retails for around £3. It measures about 3 inches in diameter by 3 ½ inches long and is an equivalent to the Fram PH 966.

At the Silverstone International Weekend, I was asked by a couple of 'T' Register members whether we could obtain any more of Bob's oil filter adapters. The answer is "yes", but we need sufficient orders to make it worthwhile. I am willing to arrange another batch on a non-profit making basis (with perhaps a small donation going to Register funds) so you can be absolutely certain that you would not be able to obtain the same quality item commercially at anywhere near the price. However, it's up to you!

### DISCLAIMER

**Articles published in *Totally T-Type* are published in good faith, but the MGCC 'T' Register cannot be held responsible for their content. Always seek advice from a competent person before doing anything that could affect the safety of your car.**

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# ITEMS FOR SALE AND WANTED

**TC/D SPARES** Pair of original red dot side lamps. Set of four (new) exhaust valves. Pair of new TD side frames. New veneered dash board for TD. Pair of bonnet handles. Two chrome side screen fixing plates. New foot operated dipswitch. (contact details below)

**1939 TA** fitted XPAG engine and gearbox. Taxed and tested with MG 6520 number plate on V5, or sell number plate separately. More T-Type spares. Phone: 01429 838683

## **For Sale:**

Set of five Dunlop 4.50x19 tyres, all with useable tread. These tyres are probably at least twenty years old and would be ideal to use during a rebuild project. May even be suitable for road use at your discretion. £75. Buyer collects from Bognor Regis, or shipping can be arranged at cost. [peter.cole@onetel.net](mailto:peter.cole@onetel.net) 01243 867687.

**Wanted:** Lightweight Car Transporter Trailer, Brian James or similar to transport MMM. MG, Must be in good roadworthy condition. Tony Tel 01558 823188 or e-mail [acmsummers@talkgas.net](mailto:acmsummers@talkgas.net)

## WHAT'S IN ISSUE 6 OF TTT?

Well, that's largely down to you! Articles which I currently have on hand are:

- Distributors – what can go wrong with this essential part of the ignition system – you'll be surprised!
- XPAG cooling – always a popular subject
- TF rebuild – remember the "TF Madness" article in the March Issue? Well, quite a lot has been achieved since then.
- Notes from a TC Rebuild. John Steedman has penned yet another interesting article for us.

Now, that's nowhere near enough, albeit, articles invariably turn up after TTT has been sent out. So, if there is something you would like to share with other T-Typers please contact the Editor.

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