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# THE EDITOR

Welcome to the March 2005 issue of **Totally T-Type!** The front cover shows Chris Pamplin's Dargue MG (149) and Stewart Penfound's Lester MG (148) in the paddock at Prescott on 27<sup>th</sup> June last year. The cars were getting ready for the first timed run of the afternoon. Photo was taken by Chris' daughter, Anna.

Your slightly nervous Editor is starting to type this in the knowledge that his Information Technology back-up, normally close at hand, is miles away in Japan and by the time this issue is finished (says he hopefully!) he will be in Hong Kong. Come back, Steve, all is forgiven! Seriously though, my son's round the world trip is reminding me that wherever we are in the globe, we have a common bond in the 'square riggers' from Abingdon. Nothing could have demonstrated this more admirably than Hiro Nishio's response to my 'Thank You' e-mail for his and Yuki, his wife's, kindness in taking Steve out for a meal. It read as follows: *"No problem at all. I hope he enjoyed revolving sushi bar. We are MG family each other, so we always welcome anybody and we are willing to help friends"*.

Further evidence of the "MG family ties" was demonstrated by a recent visit from Canadian, Jack Emdall, who arrived in style in his brother-in-law's (John Huddleston) very smart TC. I have corresponded by e-mail with Jack, but it was really good to be able to put a face to the name. It was also nice to meet John, who lives but 15 miles away from me, albeit his job frequently takes him to distant shores.

I would like to spend a few minutes of your time in putting forward the rationale for the pricing policy of this magazine. Before so doing, you might care to be transported back in time to 1969, when the subscription rate for Register members was five shillings (the Register wanted to set a subscription rate of ten shillings, but was prevented from levying this by the Executive Committee of the MG Car Club).....(continued on page 4)

Editorial	Page 3	Jimmy Adams – A Tribute	Page 5
'T' Register News	Page 6	TD/TF Clutch Linkage Improvement	Page 10
Trials and tribulations of a TF speedometer	Page 18	TF Madness – Session 3	Page 20
Ton-up TC ...with fireworks	Page 22	TA/TB chassis clips	Page 25
You can't hidem from Google!	Page 26	A garage from yesterday	Page 29
The TC van	Page 35	Spares For Sale	Page 36
The 'T' Register Committee	Page 33		

The rationale is quite simple really. You already pay one subscription to the MG Car Club, so it is sensible to keep the second one as low as possible. I suppose this begs the question as to why you should have to pay a second subscription in the first place and perhaps that's an argument for another time, since it opens up a "can of worms" as to how your subscriptions to the MGCC should be spent. However, this particular debate might surface sooner rather than later!

The Register has had a good couple of years, financially speaking, and it seems likely that the accounts, due to be presented at the Annual General Meeting on 20<sup>th</sup> March, will show a healthy cash balance, arguably, our best ever. Given that income and expenditure on TTT is 'ring fenced' i.e. TTT should be self supporting and should not be a drain on the Register's finances, we perhaps ought to be considering how to spend some of our accumulated cash balance, since it seems (at least to me) pointless in letting it sit in the bank, 'doing nothing'. Not that I am advocating profligacy, but if we can find a reason to invest in something that will help keep our cars on the road, or advance the cause of the Register, then we ought to seriously consider it. What do **you** think?

Having commented on our healthy finances, the finances of TTT will only be in equilibrium if you all pay up! Whilst I have received subscriptions from the majority of 'hard' copy readers, including some incredibly generous donations, there are still a number of outstanding subscriptions. If you fall into this category you will receive a reminder slip with this issue of TTT, asking you to renew promptly. Please remember that this work is undertaken on a voluntary basis and reminders make more work!

I am afraid that I have not had the time to prepare the promised index of TTT articles. The past couple of months have been exceptionally busy with TTT renewals and the amazing demand for "Barrie's Notes" (119 copies sent out to date). There have been times when I have felt that I had "lost the plot", so if I promised to do something for any of you and have not done it, please give me a reminder and I'll put matters right.

Those of you who are "regulars" on the 'T' Register Autumn Tours will have been saddened to learn of the death of Jimmy Adams. Jimmy and Brenda really enjoyed the 'T' Register Weekends and whilst not in a T-Type, Brenda was always most insistent that they would not attend in their Triple-M car if it meant that it was going to deprive an entrant in a T-Type from attending. Happily, this was never a problem. When we learnt of Jimmy's death we did our best to get an obituary published in the January 2005 issue of **Safety Fast!**, but the publishing date had just passed. We thought it would appear in the next edition, but without any explanation, this was not published. Instead, a short obituary was included with the Triple-M Newsletter. Our submission to **Safety Fast!** appears on the opposite page.

# Jimmy Adams – A Tribute

The Tichborne natter and The MG Car Club both lost one of their most active and long-serving members when Jimmy Adams died on 2<sup>nd</sup> December 2004 at the age of 77, after a long illness, which he bore with characteristic courage and good humour.

Jimmy was by profession an engineering draughtsman, who in later years made a radical change to become a Probation Officer. He had also been a keen sportsman, enjoying rugby, hockey and water polo, as well as excelling as a championship swimmer.



In the MG world he will be best remembered for his 1935 special-bodied PA, which he bought as his first car in 1948, took off the road in the 1950s, and, after a full scale restoration which was meticulously executed, he put back into service in 1996. He and his wife, Brenda, toured extensively in the car, visiting events in Denmark, France, Italy (twice) and Luxembourg,

as well as those in the UK, and sharing several T Register Weekends. They were always immaculately dressed in white jackets and helmets, and, despite the very limited luggage space in the P, they also set a high standard of turn-out at the social events, Jimmy sometimes resplendent in Scottish dress with a kilt of his Forbes tartan. He and Brenda also owned an MGB GT.

He was very knowledgeable on both motoring and other subjects, and always ready to share that knowledge with others. On his last trip to France with Brenda in May 2004 with their great friends Jenny and Jim Collier, and which my wife Joy and I were privileged to share, though sadly no longer in good health, he instantly diagnosed the problem which had caused an MG on the same tour to break down - and was very hurt when the driver showed little gratitude for his help. He set high standards, and expected others to do so. We send our sincere condolences to Brenda, and his wider family - he will be greatly missed.

**Paul Rundell**

# T REGISTER NEWS (BY JOHN JAMES)

## 'REBUILD' 2005 – 20<sup>th</sup> MARCH 2005

By the time you read this, the event will have taken place and it will all be over for another year. For those of you who are unable to attend, I will do my best to write up some notes on each session and publish these in the May issue of TTT. There will also be the usual story in pictures in the May edition of *Safety Fast!*

## 'T' REGISTER T-PARTY AT SHUTTLEWORTH – 3<sup>rd</sup> JULY 2005

Organiser, Graham Brown, reports that bookings are starting to trickle in, but support needs to be much improved if the Saturday afternoon Run and the evening meal at 'The Victoria', Wilden is to be held. Graham adds that he really needs to have a good idea of likely support by the middle of April in order to decide whether to run with the event. Graham can be contacted by e-mail [graham@isisbedford62.freemove.co.uk](mailto:graham@isisbedford62.freemove.co.uk) or by phone on 01234 358729.

## SILVERSTONE INTERNATIONAL WEEKEND- 22<sup>nd</sup> to 24<sup>th</sup> JULY 2005

The May edition of TTT will contain full details of what we have organised for this, our premier event in the calendar. At the time of writing, it seems likely that the ever popular display of XPAG Specials will again be featured and we are also hoping to organise a display of supercharged TCs alongside.

## REGISTER AUTUMN TOUR IN SHROPSHIRE 9/10/11 SEPTEMBER 2005

The Park House Hotel in Shifnal is now fully booked (all 54 rooms) and I list on the next page the names of all those who have been booked into this hotel. If your name doesn't appear on this and you have contacted me, then I am in trouble! Please contact me without delay and it goes without saying that I hope I am not contacted by anyone!

The Weekend is beginning to take shape nicely and at the time of writing I know that our 'locals', John and Kay Wray and Roger Still have been busy devising some interesting routes for us. John and Kay have been working on the Saturday route (South Shropshire) and Roger has been mapping out



the Sunday route (North Shropshire). A sincere thank you to them for taking the Weekend forward for us. They now pass the baton on to Graham Brown and myself . Further details of the Weekend will be communicated directly to the entrants.

## **LIST OF ENTRANTS FOR THE SHROPSHIRE TOUR WHO ARE BOOKED IN AT THE PARK HOUSE HOTEL, SHIFNAL**

Adcock J  
Arber G  
Barker D  
Baulch T  
Bloomfield J  
Bowdidge S  
Brown G  
Bubb G  
Burton J  
Butler D  
Clark B  
Clark N  
Cole P (1)  
Cole P (2)  
Davies T  
Dawe G  
De Rijke A  
Doherty K  
Dray W  
Eke P  
Ford B  
Forecast T  
Garratt G  
Hack E  
Haseldine R  
Hayward E  
Hodder K

Humphreys G  
Ingleton R  
James J  
Lockley V  
Lugg M  
Malfiggiani G  
Manning J  
Manser C  
Miller R  
Morgan J  
Morgan P  
Palmer I  
Rainbow B  
Reeve B  
Roberts B  
Ruck J  
Sawyer R  
Scott A  
Sharpe N  
Steedman J  
Sundt C  
Tinker C  
Walker G  
Ward J  
White G  
Wiggins C  
Williams G

The total is 54 cars and their crews plus half a dozen local entrants.

## **17<sup>TH</sup> SEPTEMBER '05 – 60<sup>TH</sup> ANNIVERSARY OF THE FIRST PRODUCTION TC AT ABINGDON**

Planning for this event will start shortly (as soon as this issue of TTT is “put to bed”). Current thoughts are focused on organising a gathering of cars in Abingdon with a drive around the test routes and a commemorative item to mark the occasion. More details to follow.

### **PRACTICAL SKILLS WORKSHOP – LATE OCTOBER '05?**

The PSW is still (just about) alive and kicking. The kick start it needs is an organiser to ‘pick up the ball and run with it’. We have a possible venue and there is no shortage of ideas on what to cover, but we do need an organiser! If you can help, please contact the Secretary, Chris Sundt (contact details on page 38).

### **PROPOSED NEW KIMBER HOUSE – UPDATE**

Reporting on this issue is interesting, to say the least, and this is the third time I have drafted this report, such has been the changing scene.

The next Council meeting is on 19<sup>th</sup> March. A series of motions to be debated at this meeting had been tabled from three Council members and also from a Register. These motions have not been accepted by the Company Secretary (who was not present at the previous Council meeting and was not going to be at the forthcoming meeting and has since resigned). I will not go into the “ins and outs” of the grounds for non acceptance – this can, if necessary be explained another time.

The ‘T’ Register representatives due to be at the meeting, Chairman, Dennis Barker and John James (substituting for Secretary, Chris Sundt) are well aware of the views of ‘T’ Register members (where would ‘T’ Register members have learnt about developments on this issue had it not been for TTT? – certainly not in “Safety Fast!”) and will represent these vigorously.

It is indeed timely that the Register's Annual General Meeting is being held on the day after the Council meeting so the opportunity will be taken to give a report back to the AGM. It is also anticipated that events will have moved on by the time that the next issue of TTT is due for preparation and an updating report will be included with the next issue.

Perhaps I can use this opportunity to correct an error in the November issue where it was stated that “Each Centre, Branch and Register of the MG Car Club is entitled to send two voting delegates to MGCC Council meetings”. In fact, the position is that each Centre, Branch and Register has one vote at Council, so only one delegate can exercise that vote.



**TD/TF REGISTER RECORDS – Distribution of cars  
(by country as at February, 2005) from David Butler.**

<b>COUNTRY</b>	<b>TD</b>	<b>TF</b>	<b>COUNTRY</b>	<b>TD</b>	<b>TF</b>
Argentina	1		Madeira		1
Australia	266	371	Malaysia	3	3
Austria	2	1	Malta		1
Bahamas	2	2	Mexico		2
Barbados	1	1	Morocco		1
Belgium	27	3	New Zealand	47	87
Brazil	2		Nigeria	1	
Canada	52	22	Norway	11	2
Colombia	2		Papua		1
Denmark	24	19	Phillipines	2	
Eire	5	2	Portugal	5	6
Emirates		1	Singapore	2	4
Fiji		2	South Africa	174	16
Finland	1		Spain	1	1
France	16	10	Sri Lanka	2	
Germany	39	18	Sweden	90	53
Greece	1		Switzerland	23	13
Holland	164	35	Tunisia	1	
Hong Kong	3	1	UK	1203	792
Italy	6	4	USA	817	299
Japan	5	4	Venezuela		1
Kuwait		1	Vietnam		1
Lanzarote	1		Zambia		3
Luxembourg	4		Zimbabwe	5	1

The total of the above tables (when cars which are known to exist but cannot be allocated to a specific country – TD 122 and TF 49) is 3133 TD and 1834 TF. This is 10.56% of 29664 produced and 19.10% of 9600 produced respectively. We know that there must be many more out there!

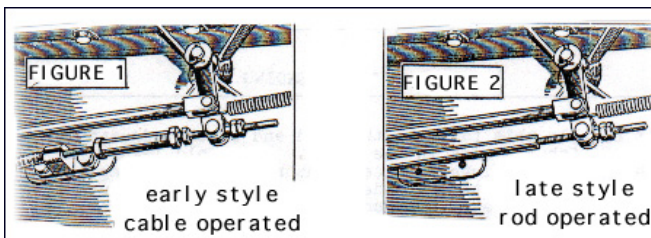
# MG TD and TF Clutch Linkage Improvement

*Mike O'Connor*

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.

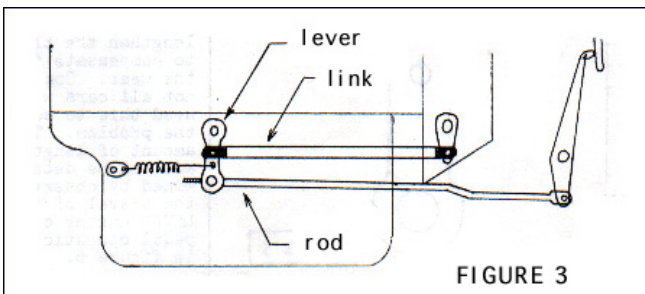
## History

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 earlier cars were retro-fitted with this design (*see figure 2*).



## Problems

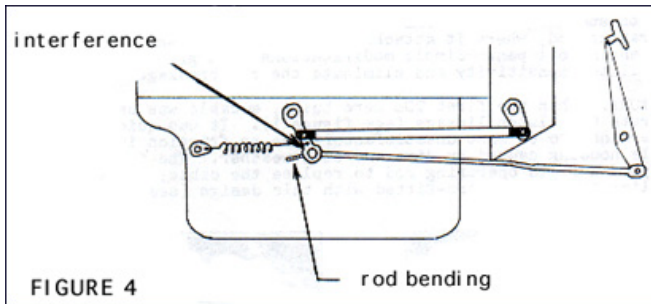
First let's cover the breakage/binding of the linkage.



It's caused by two details the factory got wrong in the design (*see figure 3*).

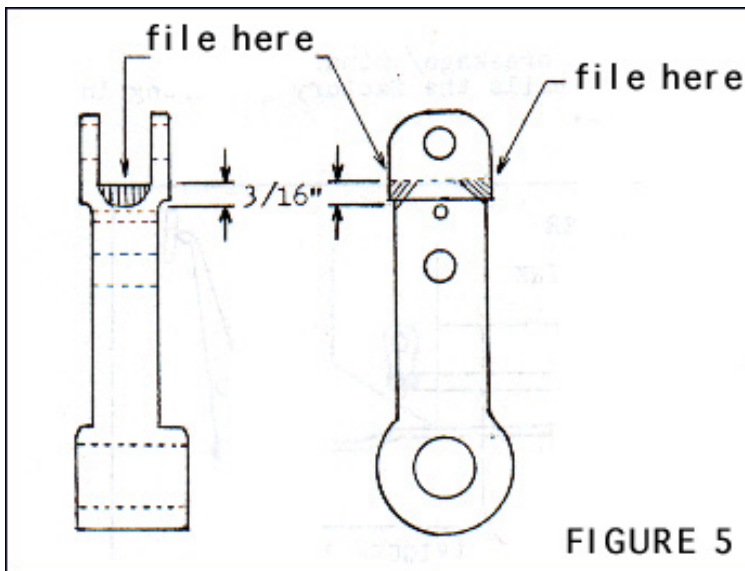
The first problem is the length of the clutch link. It should have been made adjustable but was not.

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 on page 11*).



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).



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 on page 12).

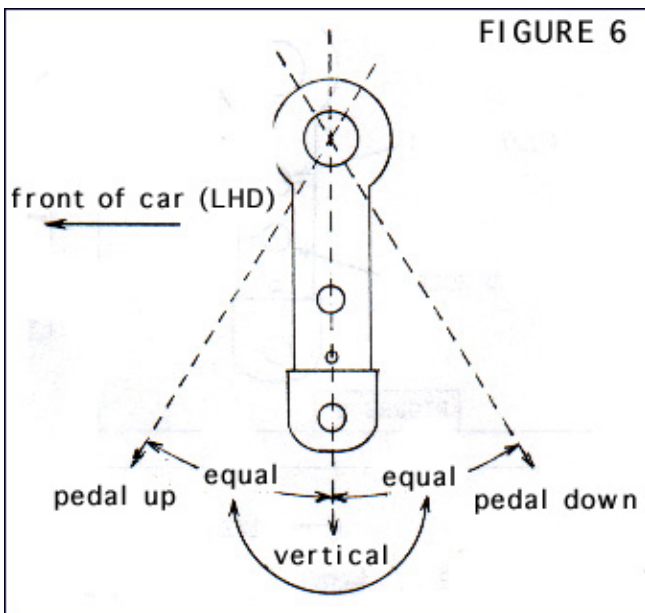


FIGURE 6

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.

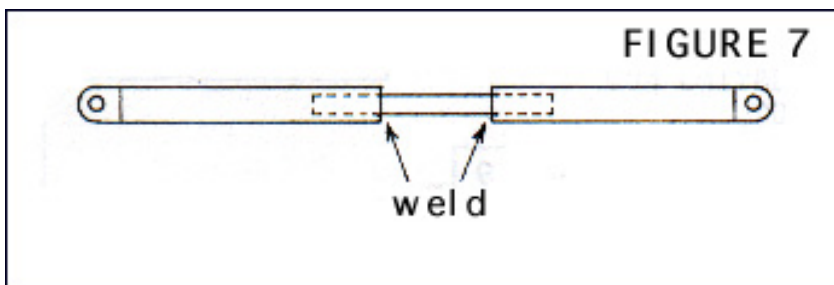
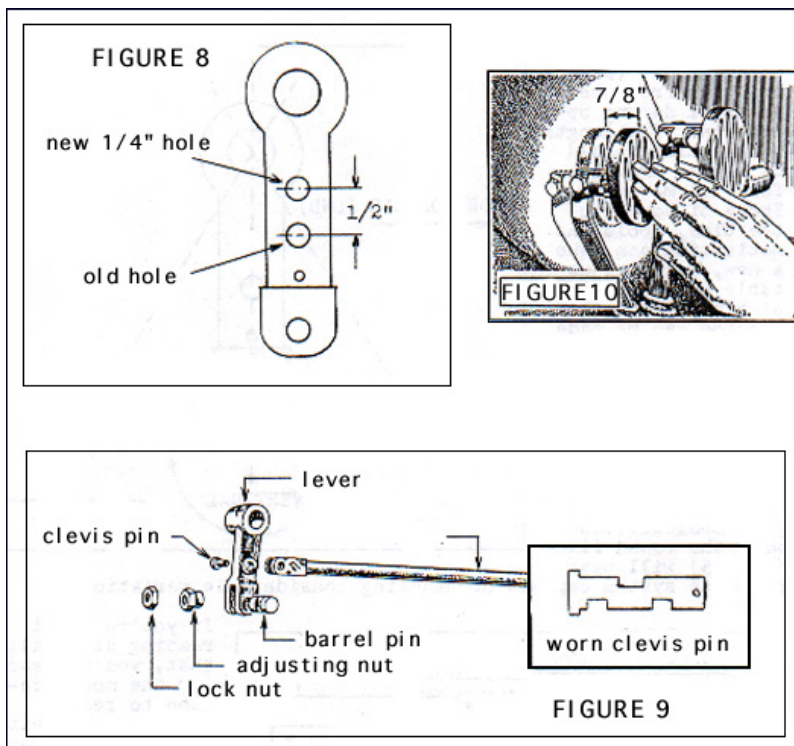


FIGURE 7

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 on page 13.) 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.

**Editor's Note:** This article first appeared in *Octagon Topics*, the magazine of the Vintage MG Club of Southern California, in July 2001. I am indebted to Pete Thelander (Co-Editor with Fran) for permission to print the article and the two follow up articles which appear after this acknowledgement. Pete also very kindly sent me the articles electronically, which saved me a lot of time importing them into TTT. I must also thank John Venables for drawing my attention to the article in the first place and Carl Cederstrand, who sent me 'hard' copies of the articles. What a wonderful international team effort! The next article which is reproduced below first appeared in *Octagon Topics* in March 2002 and records the author's experience in carrying out the second O'Connor modification (he didn't need to do the first) and his delight at the effectiveness of the modification. John Venables echoes these sentiments.

# MG CLUTCH MODIFICATION

**Charles Garver**

I have never been happy with the sensitivity of the clutch on my MG TD. There was so little travel of the pedal required to engage the clutch that it made it very difficult to have a smooth start and shift in the lower gears. Therefore, I found the article by Mike O'Conner published in the *Octagon Topics* a couple of months ago to be very interesting. It so happened that I had to some work on the MG brakes, so I had the opportunity to pursue this modification while I had the car up on jack stands. Before I describe what and how I accomplished this, let me state that this is one of the best mechanical modifications I have done on the car. It really makes shifting a lot smoother!

The O'Conner article really describes two different modifications. The first one involves lengthening the link that connects the shift lever to the clutch, if necessary. One determines if it is necessary by observing whether the lever travels an equal distance, or angle, from the resting (engaged) position to the disengaged position when the clutch is depressed (see *O'Conner's Figure 6*). Mine happened to be equal, so this modification was not necessary. As a note, I think that some enterprising MG owner might find it worth while to manufacture a new link that where the length could be adjusted.

The second modification involves the lever itself. I removed the lever and had the new hole drilled, the reassembled it. I noted that the lever was made of cast aluminium, and questioned Carl Cederstrand about this since I thought that it was an inappropriate metal to use. Carl advised me that it should be cast iron. So, I ordered a new lever and spring from Skip Kelsey. When it arrived I had to file the radius for the rod clearance and get the hole drilled again. I should note that the new cast iron lever had a brass bushing for the assembly onto the shaft, which I greased prior to installing. When you remove the lever you should note which direction the wider part is located in relation to the oil pan (see *O'Conner's Figure 5*). I failed to do this, but assumed that the wider side goes toward the oil pan to provide more clearance between the pan and the linkage.

## **Editor's Note:**

The final article is from Carl Cederstrand and appeared in *Octagon Topics* in April 2002.

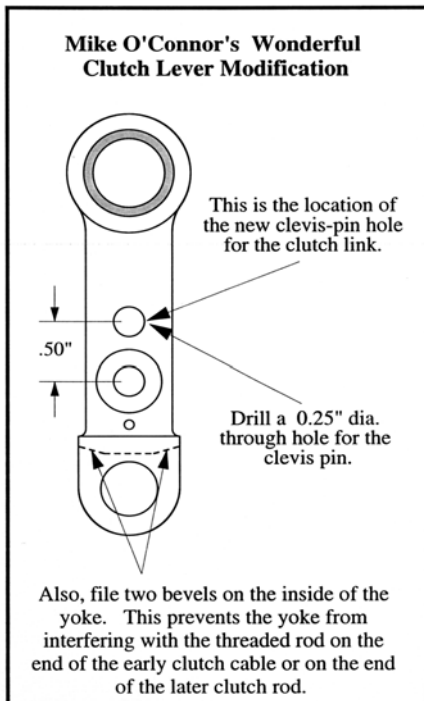
It is reproduced on page 15.

# Clutch Lever Modification

*By Carl Cederstrand*

The July 2001 issue of *Octagon Topics* included an article written by Mike O'Connor in which Mike discussed his modification of the TD/TF clutch linkage. In the March 2002 issue of *Octagon Topics*, Charles Garver reported that he had tried Mike O'Connor's modification and was very pleased with the result. I recently made the same modification and I am also very pleased (delighted) with the result. Mike, Charles, and I are in complete agreement. Changing where the clutch link is pinned to the clutch lever is one of the best things I ever did for my MG.

Why should one want to modify the clutch linkage on a TD or TF? The original linkage obviously works and has done so for five decades. With careful control of one's clutch leg, one can generally attain acceptable shifting with the original clutch linkage. What's the problem?



Connecting the clutch link to Mike's new (higher) clevis-pin hole produces a clutch from a different universe. The length of the lever arm that operates the clutch link is reduced to 71% of its original length. This reduction in length makes a significant difference in the operation (feel) of the clutch. It isn't the same MG. The operation of the clutch becomes both: (1) smooth as silk and (2) more forgiving of driver inattention. Take my word for it, this O'Connor modification works. If you try it, you will like it.

The next step will be to make up new clutch levers with a proper



hole. Just drilling a hole in the existing lever is for the birds. As long as a Mark II clutch lever (on sump) is required, why not do a Full Monte and also make up a Mark II clutch lever for the clutch cross shaft? Why both levers? Extend the overall length of the lever on the clutch cross shaft (bell housing) beyond its existing clevis pin hole. This would provide an attaching point for a return spring. A return spring in this location would finally eliminate ALL the backlash in the clutch linkage – Cheers! The factory return spring pulls the clutch pedal back and removes the backlash in the barrel pin. It does nothing for the backlash in the clutch link. This is what is so nice about T-Series MGs. Some of the developmental engineering is left for the owners.

\*\*\*\*\*

***The following article was received some time ago from Gerald Dawe. Apologies to Gerald for not publishing it sooner!***

Firstly may I congratulate everyone concerned with producing ***Totally T-Type*** which I find most interesting and helpful. It was in March 2003 that I became the owner of a XPAG TF and my experiences may be helpful or possibly of interest to new owners. It all started when I sat next to Rodney at an Old Boy's dinner. When asked what he was up to in his retirement, he said he was dealing in classic cars. In my youth I had a Wolsley 4/44 and in the next garage was kept a red TF. I asked if he had a red TF with red upholstery XPAG engine and dished wheels and to my surprise he said "I've got one of those."

He explained that the previous owner had purchased the same some 15 years previously (along with a TA and TD) restored all three and just kept them. Rodney was not happy with the paint finish on the TF which was booked in for a bare metal respray. We struck a deal there and then (subject to a current MOT and my seeing the car) and in March 2003 I became the owner. Having driven the car home my first action was to get the car over my pit and go through it with the workshop manual. My initial inspection showed a recent service, a clean chassis, all new wood (some unpainted), a rotten exhaust and numerous oil leaks. The next week saw the replacement of a front brake wheel cylinder, the relining of all brake shoes, the replacement of a stripped tappet nut, the helicoil of a hood retaining thread and a stainless steel exhaust system. A friend kindly donated some nearly new Pirelli tyres which were fitted with new tubes. These replaced the Michelin Xs which had gone solid! My next tasks were to replace all the radiator hoses (a precaution after the car had stood idle for so long) and fit a luggage rack so we (my long suffering wife and I)

could go touring. Shortly before our trip to the Peak District I enlisted the help of George Edney (some 20 miles away from where I live), who fitted seat belts and realigned the driver's seat backrest some 15 degrees. The difference the latter made to the comfort of driving was quiet staggering, removing the 'arms bent' driving position. The trip to the Peak District was very informative as to the abilities of the TF. Whilst the car went very well, as soon as we went over 55 mph the car nearly boiled. However through the centre of Leicester in heavy traffic the temperature gauge returned to normal. A chat with George on our return ended up with me having the radiator rebuilt (it was partially blocked) replacing all the side core plugs (I got two jam jars full of bits from the block!) and whilst I was about it, George "deaded" the cylinder head and rebuilt the water pump. At this time I replaced the timing chain and dropped and cleaned out the sump. On completing the work there was no more overheating, the car going better than ever, but still leaking oil. This, I later discovered, was the result of there being two rubber oil sealing rings fitted to the oil filter canister. To cure the car bottoming, I fitted new rear springs. The most recent work undertaken was by George's son Peter, rebuilding the rear axle with a 4.55 ratio as opposed to the original 4.875. This made a considerable difference in the cruising ability of the TF which would now hold a comfortable speedo reading of 65/70 whilst still returning over 30 mpg. The proof of all this hard work and money! was a trouble free holiday in Denmark where we joined the European event of the year. The TF did not miss a beat although it rained five of the eight days. This winter I plan to rebuild the carbs and book up some touring for next year.

**Editor's Note:** Gerald is booked in for the Autumn Tour in Shropshire - there will be some testing hills to climb!

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## The Trials and Tribulations of a TF Speedometer!

Some time last summer, when on a 'run', I suddenly noticed that the speedometer was no longer working, but the time and place were inappropriate to carry out an investigation.

Upon returning home, I removed the dash under-shield and disconnected the Speedo cable. The inner drive cable had 'tied itself into a knot' and finally broken at a point close to the gearbox, inline with the position of the tightest bend. For this to happen, I concluded that something must have seized at either the gearbox or speedometer end. Upon examination I found that it was the speedometer that had seized, so I removed the unit and retired to my second workshop, the kitchen!

I decided, before sending it away to a professional restorer, to have a quick look myself. Over a period of several weeks I stripped the unit down and refurbished it. The cause of the seizure was the rotating magnetic plate, jamming in the supporting white metal casting. With judicious use of skill and a little force, I was able to separate the two components, but I had no idea what caused them to become jammed. I then made a tiny mandrel from wood and covered it with 320 grit 'wet-n-dry' and polished the inside of the bore, and using the same grade of paper I polished the rotating shaft until both components mated satisfactorily. I then 'ran them in' using an electric drill.

The odometer had never really worked satisfactorily, so I fixed this with a little fettling and now it works well.

The whole unit was then reassembled and tested on the bench, using a section of the old inner cable and an electric drill (it needs to rotate anti-clockwise). All seemed to be well, so the time had come to refit it to the dashboard and install a new cable. A new cable was duly purchased from B&G.

I found the task of fitting the cable to the gearbox speedometer drive pinion particularly difficult. Space is severely restricted, so aligning the drive 'peg' and screwing the fine knurled nut is all very challenging. In frustration I decided to remove the floorboard to give better access. This, as you might imagine, is not as easy as it seems. Hood down, seat out, carpet out, remove screws from gearbox cover, unscrew floor-board (on my car this is held down by a selection of every type and size of screw, bolt, self-tapper, nut and head type!), then eventually wriggle the board free.

This then gives easy access to the drive pinion. Now, how to route the cable from gearbox to speedometer?

On my car, the existing cable was routed from the gearbox on the offside, via a clip on the clutch bell housing, up the nearside of the engine, through a hole in the bulkhead, to the speedometer. The initial bend out of the gearbox seemed a little too sharp, and a point of potential weakness, so I consulted the various books that I have.

Photographs in A D Clausager's book "Original MG T Series", show the cable coming from the offside, almost certainly over the clutch assembly, and entering the cockpit through a hole in the bulkhead adjacent to the battery. Malcolm Green's book "T Series Restoration Guide", gives a useful diagram showing and identifying all the holes in the TF bulkhead. He shows the cable going through the bulkhead on the offside near the wiper motor and starter switch. The two holes in the battery box compartment are labelled as oil-pressure and rev-counter. On my car, the oil-pressure goes through one hole, the rev-counter elsewhere. The knurled nuts on the rev-counter cable are too large to pass through the correctly designated hole!

I then experimented with several differing configurations of the Speedo cable, to achieve the smoothest route, settling on the following:

Leaving the gearbox and proceeding down the off-side of the car (this gives a less tight bend at the gearbox) up past the steering column, over the wiper motor, and through the bulkhead (as identified in Malcolm Green's book), and then crossing from off to near side under the dash. This route all seems pretty smooth.

Upon road testing, the speedometer no longer suffers from the dreaded T-Type tremble, and is very steady. I have done about 100 miles so far and it appears to function satisfactorily, but I am not sure of its calibration, so I will drive along side a friend in a modern car and compare speeds.

I have removed the clock from the unit, as it never worked, and hope to restore it some day. Watch this space!

Any comments or suggestions would be much appreciated.

**Paul Plummer, February 2005**

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## TF MADNESS – SESSION THREE

***(This is Part 3 of Mel Brookes' account of his TF rebuild. 'Tiff', his TF, was purchased in a semi-derelict state and has been painstakingly restored over the last couple of years. Part 1 was published in the March 2004 issue and Part 2 in November 2004)***

Having returned from two weeks convalescing (holiday) in Devon, I suggested to the wife that as I had spent so long away from Tiff I could take a sleeping bag round to the garage and spend some time with her. This suggestion was met with threats of divorce and me losing some important bits of my anatomy. Ah well!

Progress on the rebuild has slowed down due to the little jobs like fitting the windscreen, door handles and the like seeming to take forever and the economic strain of Christmas. The majority of the panels are now resplendent in Reno red and the experts were right, even though they have all been fitted before the damned things still don't fit. My therapist has letters after his name but even he shakes his head in disbelief or is it despair? He should worry; he can afford three holidays a year in the Bahamas on what I'm paying him.

Now I quite like spaghetti, but not when it is disguised as a wiring loom and who let a dyslexic spider draw the diagram and put the components where it suits the drawing and not where they occur on the car?? Lay down in darkened room for a few hours, e-mail Barrie to find out what the little square box with terminals P.L.X. is. As you lot probably know, it's the flasher unit, but I hadn't got one. Anyway, press on – start from a known mid point (brake light switch) and work both ways – connect every thing up and after putting it off and off, the time had to come to connect the battery. Having no confidence in my ability as an auto electrician, this I did through a 10 amp in line fuse to protect the loom. WOW! no sparks or smoke! – try lights – they work! Try ignition – sudden attack of panic as fuel pump starts ticking away quite happily. The only problems were the wiper motor (duff) and an incorrectly wired stop/tail light. Setting the regulator etc. can wait until I've had more therapy and read Barrie's instructions a few more times. I know when not to push my luck.

I've spent many hours removing and cleaning the grill slats only to find on reassembly I was not happy with them, so a new set has been fitted. They really do look the business and I'm sure Tiff likes the look of them as she is almost smiling.

The Ford gearbox is all in and working (apologies to the traditionalists) and to my untrained eye does not look out of place. Last weekend I decided to fit the fuel tank but just to cause me more stress I found that the straps bolt

to the spare wheel carrier, one guess who hadn't painted it yet? Plan "B" - yet again!

Just to put the icing on the cake I had acquired the original tonneau cover with "Tiff" and as it seemed that it would clean up quite well, I took it to have a new zip put in. No problem said the nice man "BUT" (oh no, not that dreaded word again!) if it has been folded for any time (20yrs.) it will have shrunk. Sure enough it's 2" short in all directions. AH!!!

The seats are looking good in beige leather and are all ready to go back in, so it's time to think about the interior trim, side screens etc. etc. (being macho, us "T Typers don't worry about hoods, do we?) should be a breeze!! Who the hell do I think I'm kidding??

If every thing works well there should be a couple of pics to show how far I have got after 2 ½ yrs.

Must go now as my pencil is blunt and they will not let me sharpen it and your esteemed editor needs this by the end of the month. **Mel Brookes**



**Extract from Page 21 of the March 2004 issue of TTT:** "I have always hankered after owning a T-Type but have never been able to justify...the cost of a reasonable example, until that fateful day....when I saw the advert for what was left of STE 951, a 1954 TF....The sight that befell me when I pulled up made my heart sink.... To see what was a complete and utter wreck."



STE 951, or "Tiff", as she is affectionately known, now looking resplendent – what an amazing transformation!

Surely this is enough to give encouragement to many a rebuilder out there? If "Tiff" can be saved from the grass patch

and brought back to life like this, so can your rebuild project!

## TON-UP TC....with fireworks!

Paul Rundell's enjoyable read "The way we were" (Jan TTT) sent me off down memory lane to recall my own TC motoring in the early fifties and in particular an incident which cost me dear and all the more painful because it was self-inflicted.

The precise date escapes me, but it must have been late in 1952 when I became the owner of a TC, which had first been registered in November 1946. It had just had an attractive deep red re-spray over the original black and some other cosmetic treatment to disguise the hard life it had already led. Indeed, I think it fair to say that even after only six years from new, it had already passed through about the same number of ownerships.

I first saw it one night parked outside a friend's house with just the sidelights on and the warm green glow of the instrument lighting made it look very inviting indeed. On entering the house I was introduced to the owner who did a bit of car 'dealing' to supplement his architect's salary. In conversation it transpired that the MG was for sale and yes he would take my 'old banger' (1937 Austin 10) in part exchange. There was a quick calculation and negotiation with my parents for a loan and a week or so later HNC 829 was mine.

I felt that car and I were made for each other. I loved its looks, the view down the bonnet to the bobbing radiator cap, the driving position with elbow slung over the door and the snappy gear change. I soon realised of course that the steering had limitations and the brakes gave me some warm moments but they always stopped the car... eventually. I also very quickly learned a lot about 'handling characteristics', especially on bumpy corners, but never mind, the good aspects were very good and the less good, well, not so bad that they could not be tolerated. In due course I had the engine stage 1 tuned and that, together with the lovely exhaust note from a 'Burgess' straight through silencer, made me feel that the car performed as well as it looked, and truly my cup runneth over.

For the next few years all went well and although I drove the car hard, I did pretty well observe the advisory five and a half thousand RPM limit.

One day the friend mentioned above, who had a very nice '49 TC and who I regarded as my 'motoring guru' casually remarked, and I can still hear him saying this: "You know, these little buggers will really go, they can do fifty in second and seventy in third."

I don't know why, but that affected me like a red rag to a bull and on a subsequent Saturday, when I set off to North Wales for a weekend of motoring, I resolved to investigate the gear speeds' maxima. The car went



just as I hoped and the general exhilaration of its performance probably gave me a false confidence in the engine's ability to keep on taking more punishment and that of course led to the inevitable nemesis about to overtake me.

On the Sunday afternoon I headed the car homeward and about half an hour from journey's end I was driving along this straight wide road with light traffic and as the day was warm and dry I had the screen down and the aeros on. There was a long sweeping bridge with good visibility and, as I crested the top and went down the other side, I noticed the speedo was around the 90 mark. Ideal! If there is another bridge and I keep my foot right down... There was, and I did: and for a few brief, fleeting moments that speedometer really did 'clock' the magic ton!

Well, those who drive a TC, and especially a worn one, know that it's not exactly a relaxing ride when you really clog it, so I eased off, my ambition to see 100mph now fully satisfied. But what was this? As the deafening turbulence from the wind lessened with the drop in speed to the seventies or so the engine seemed to be misfiring on one cylinder. Conventional wisdom, which was just about the extent of my mechanical knowledge, suggested an oiled plug. Conventional cure, put foot down. Big, big mistake!

There was a bang, which sounded like a thunderflash, and instantly there was zero visibility as the car was enveloped in a thick grey smokescreen, which just as quickly vanished into the slipstream. Oh dear! I immediately flicked into neutral, switched off the ignition, and coasted about quarter of a mile to a lay-by with a phone box. When I looked back down the road there was an oil slick which disappeared into the distance and on lifting the bonnet there was a large hole in the sump, which seemed to stare reproachfully back at me.

I phoned my father. Would he please come and tow me home? This he did by means of my mother's washing line, which was the only rope he could find. Of course, this snapped several times during the next hour or so that it took to get home and I did sense an attitude from my father which seemed to express more irritation than sympathy. Still, I was very grateful for the breakdown assistance.

The subsequent repair by the village garage revealed a cracked block which they welded up with the proviso: "If you do it again it will need a new engine.". The other damage included bent con rods, one like a horseshoe and a piston had disappeared, presumed to have disintegrated and run out with the oil. The biggest problem was the camshaft, bent beyond repair and replacements were as rare as hen's teeth as all new camshafts were required for the export drive. However the garage came up trumps by

obtaining a 'high-lift' camshaft and the result was that the car performed even more briskly than before.

And the bill for the repair work? It was about £100, if you please sir, and some might even think poetic justice: a ton for a ton!

Of course, I didn't have that sort of cash, which in today's inflated currency would be about £2,000, so I had once more to beg a loan off my long-suffering father to settle the garage's invoice. No wonder his demeanour had seemed somewhat jaundiced during the home rescue as he probably realised only too well where the buck would stop!

The upshot was that in due course I had to sell HNC to repay the loan and it was a very hard lesson learned the hard way and I still had pangs of remorse and regret for many, many years.

On a more cheerful note, I am pleased to report that the wound has now been well and truly healed by the sheer joy of driving the TF 1500 which became mine in 2003.

And the reference to fireworks in the title of the article? Well, firstly, there was the big bang when the engine blew up, but long before that calamitous incident that little car was able to demonstrate it own party trick. In those days there was a brand of remould tyres called "Wiresoles" and these had a steel spring moulded into the concentric treads around the circumference of the tyres. When the surface of the tread started to wear hundreds of needle like pins became visible and these really crunched into the road when braking hard and greatly reduced the chance of skidding on slippery surfaces.

One dark night my 'guru' friend was following me in his TC and when we eventually stopped he exclaimed to the effect that: "Your car looks spectacular in the dark. There were sparks from the front when you braked and sparks from the back when you accelerated." Now, really, what more could life offer after a TC with its very own fireworks? **David Fletcher**

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**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.**

## TA/TB Chassis and Engine Clips

### A Labour of Love

Not mine, I'm afraid, this time. As every restorer and rebuilder knows, you have to keep your eyes open for elusive parts. Around 2001, I was reading the Octagon Bulletin and noticed an intriguing advertisement:-

*Complete chassis clip set for TA/TB cars. Kits comprise of 60 items made and finished to authentic and original specifications. Full comprehensive fitting instructions included with each kit. These items are being sold on a non profit basis.*

Well I had been having a lot of trouble obtaining authentic clips for the TC and I knew a lot of the clips for the TA/TB were also on my car. A set of the beautiful components was duly acquired and the appropriate pieces fitted to TC 0301.

### Quality Workmanship

Dave McCartney of Northwich, Cheshire was restoring his TB and frustrated by the absence of period clips from the big dealers he decided to get them made himself. First off he had to have original specimens of all the clips listed in the Service Parts List. Happily friends and contacts provided him with samples of almost all the clips he needed and a trip to Leicester to view an un-restored TA showed him the correct placement of all the parts. He then had 25 sets made up by Paul Savage of Redditch and advertised complete sets at cost in the Bulletin.

All the components had the correct coatings, most notably the "black phosphate" on most of the chassis clips. Cadmium plating, Dave tells me is now illegal, so he had these clips nickel plated instead.

### A One-off

Despite their quality, the kits took a while to sell. Dave says he doesn't regret the project; he just wouldn't do it again! He is however interested in one or two loose ends. Listed in the Parts List are the following, which he never managed to locate. If you have a sample, do let me and Dave know...

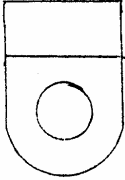
- S2/48 - Clip for tail lamp wire
- S2/12 - Bowden clip for tail lamp wire
- S27/28 - Rubber ferrule for tail lamp wire
- S2/12- Bowden clip for oil pressure gauge

Dave's hard work researching these components is too important to lose, so for TA/TB restorers, here are Dave's drawings and descriptions. Maybe someone else will pick up the baton this time?

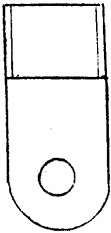
Happy fettling!

**John Steedman**

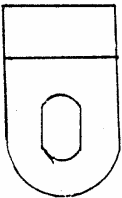
johnhwsteedman@aol.com



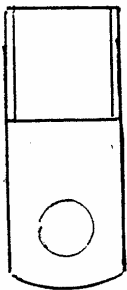
S2/41 1 nickel plated clip securing hydraulic pipe to axle web



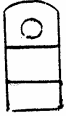
S2/42 2 black phosphate clips securing wiring harness to front chassis cross member



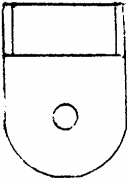
S2/43 1 nickel plated clip securing hydraulic pipe on the top left hand mounting bolt, on nearside bracket of the rear shock absorbers



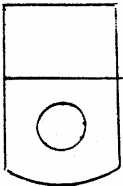
S2/50 11 black phosphate clips securing wiring harness and main "battery to starter" cable to various positions indicated on bulkhead and chassis. 3 black phosphate clips securing speedo and revolution counter drive cables to under dash and engine bell housing



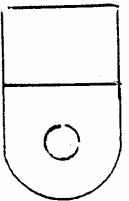
S2/51 (NOT USED ON TA CARB) 1 nickel plated clip securing Bowden cable to anchor bracket for mixture control. (TB ONLY)



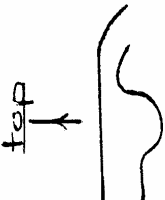
S2/52 14 black phosphate clips securing fuel pipes to chassis and bulkhead



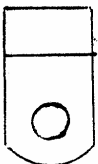
S2/68 1 brass clip securing carb vent pipes to front engine bearer plate



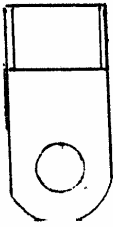
S2/58 3 half clips, black phosphated, securing wiring harness to bulkhead (feeding coil, starter and stop lamp switch) 5 half clips, black phosphated securing hydraulic pipes to chassis



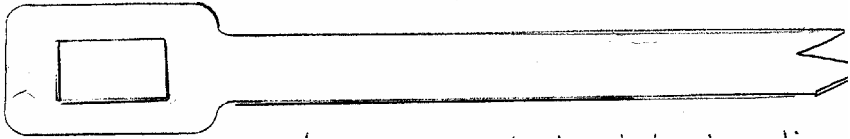
S2/59 7 black phosphate spring clips securing wiring harness to rear lamps. Located on nearside top rail of chassis



S2/60 3 nickel plated clips securing starter, slow running and mixture Bowden cables to bulkhead



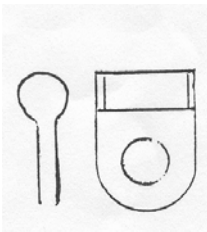
S2/62 3 black phosphate clips securing hydraulic pipes to back axle and chassis



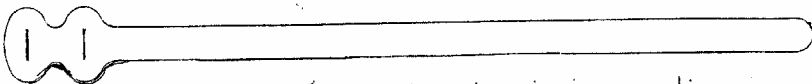
S2/63 1 nickel plated clip securing hydraulic pipe to chassis cross member



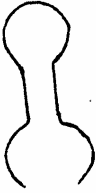
S2/64 1 black phosphate clip securing “battery to starter” main feed at starter motor (cable will be a slack fit on clip due to original cable being armoured to 1 ft back from terminal – either make original or space out with rubber ferrule S27/18)



S2/67 (NOT USED ON A TA CARB) 1 black phosphate clip securing slow running control, Bowden cable to carburettor (TB & TC ONLY)



S2/48 1 aluminium clip securing fog lamp wire to front chassis cross member



S2/54 1 brass clip holding two petrol pipes  
Together

**Editor's Note:** I did my best to reproduce the clips to the same size as given to me in the sketches but they have somehow turned out to be approximately 25% smaller – but they should be to scale (apart perhaps for the large clips).

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## You Can't Hidem from Google!

After watching a presentation by Bryan Purves at Rebuild a few years back I decided there and then that when the time came I would use Bryan to re-upholster my TC. Luckily, Bryan's workshop is not far away from me at East Grinstead, so I was able to go and see him and discuss my requirement.

Bryan was happy for me to undertake much of the work myself, with him doing the difficult bits that needed specialist equipment, such as sewing the seats and making the wing piping. We discussed the various materials that are available now, and what was used originally. It is widely accepted that the factory used leather supplied by Connolly and Rexine in varying proportions, as is well documented by Mike Sherrell in *TCs Forever!*

Basically, to reupholster a car, if you are not going to have the job done for you or if you don't intend to buy a ready-made kit, you need to find sources of leather, Rexine and hidem banding.

Bryan convinced me that Rexine is impossible to find now, and persuaded me to use leather throughout. So I started off confidently by buying a couple of hides, which are available from Yarwood Leather, Bridge of Weir and no doubt a number of other processors. Both suppliers were happy to send me colour swatches, and from these I chose 'Woodsmoke' from Yarwoods, which is a kind of beige colour. The two hides cost me around £300 for the pair. Bryan duly cut out all the pieces I needed, and made up the seat covers and re-upholstered my seats. I have to say they look good, and I am very pleased with the result.

I started to become concerned however when he showed me the hidem banding he proposed to use to fix the trim panels, which was a totally different colour. I also began to wonder whether the use of leather throughout was right, so I spent some time "Googling" for 'hidem' and 'Rexine' to see if I could locate a better solution.



To cut a long story short, Rexine is still being made, and once it has been pointed out, I realised it is widely used to cover textbooks and spectacle cases. It is manufactured in this country by Wardle Storey, which is great to know if you want enough to reupholster the whole of Abingdon's output of TCs, but for one car they politely referred me to their distributor FJ Ratchford of Stockport. Ratchford too were happy to send me a sample swatch, which showed no less than twenty colours of Rexine, but unfortunately none that matched my Woodsmoke leather. Google also came up with several sources of hidem banding which is available in various widths, including the correct half-inch for the T series. Unfortunately, again when I received samples from the various suppliers none were even close to the colour I needed.

I was now beginning to doubt if I would ever find any suitable Rexine, and more importantly any suitable hidem. After all I had a fallback situation if I couldn't find the Rexine. I could always use leather throughout, but I just couldn't accept any of the grey/brown/ beige/ivory shades of hidem on offer.

Then suddenly, out of the blue someone phoned me to talk about the forthcoming Rebuild, and in conversation started to talk about upholstery. To cut a long story short they mentioned a vehicle upholstery supplier in Greenwich who stocked all sorts of materials and a plethora of upholstery sundries.

It all sounded too good to be true, especially as my son Richard is at Greenwich University, and who could do some of the leg-work for me checking them out. The piece of information I was missing was the company's name, but once again Google came up trumps and produced Culverhouse & Sons Ltd, and sure enough a phone call confirmed what I had been told.

Culverhouse offered me 'leathercloth', which is a kind of man-made leather substitute, similar in appearance but a little thicker than Rexine, that comes in a 50 inch-wide roll. They sent me some samples including, believe it or not, one sample that was an exact match for my Woodsmoke Leather. Better still they said this was in their clearance stock and I could have as much as I needed at £3 per metre! It was truly my lucky day.

Now all I needed was some matching hidem. A final search of Google came up with Polyfacto Ltd, who happen to be virtually on my doorstep and who offer a service of making up hidem from your own fabric at about 30 pence per metre. That really is too good to be true. I sent off an eight-inch strip of my leathercloth, and virtually by return they sent me a roll of hidem. Incredibly, in this day and age they didn't even wait for me to send them the money, they just included an invoice with the hidem.

So, the moral of this story for anyone wishing to re-upholster a T Type is first locate a supply of Rexine or leathercloth. That is undoubtedly going to be the hardest to find. Then send a strip to Polyfacto to turn into hidem for you and then, only then choose your leather which is the easiest to find, and available in

the whole spectrum of colours. Good luck. The following contact details (see *bottom of page*) will be useful. **Peter Cole** [Peter.cole@onetel.co.uk](mailto:Peter.cole@onetel.co.uk)



***Top left: Rexine colour swatch   Top right: Yarwood leather swatch  
Bottom left: Bridge of Weir leather swatch   Bottom right: A roll of  
hidem as supplied by Polyfacto and made from Peter's leathercloth.***

**FJ Ratchford Ltd,**      [www.fjratchford.co.uk](http://www.fjratchford.co.uk)      tel. 0161 480 8484

**Culverhouse & Sons,**      tel. 0208 858 9717      (no website)

**Polyfacto Ltd,**      [www.polyfacto.co.uk](http://www.polyfacto.co.uk)      tel. 01323 841399

**Bryan Purves,**      [www.bryanpurves.co.uk](http://www.bryanpurves.co.uk)      tel. 01342 315065

**Bridge of Weir,**      [www.bowleather.co.uk](http://www.bowleather.co.uk)      tel. 01505 612132

**Yarwood Leather,**      [www.yarwood.co.uk](http://www.yarwood.co.uk)      tel 0113 252 1014

# A GARAGE FROM YESTERDAY

Walberswick is a picturesque village on the Suffolk Heritage Coast at the mouth of the River Blyth, just across the river from Southwold harbour. It was once a thriving port, but many centuries have passed since it began to fade into the attractive village it is today. Now, it is very much part of 'picture postcard' England. It is not, perhaps, the sort of place that is likely to spring into the mind of the T-Type owner when he is thinking of the mechanical welfare of his pride



and joy. Yet, there he would be in for a pleasant surprise, since, tucked amongst the cottages lining the High Street is a garage with character which would have been familiar when his car was new. The paved yard and enamel advertising signs give it a distinctly period air.

Michael Fisher and his wife, Clare have been running Fisher's Garage since 1992, but Mike's family connection with it goes back very much farther. It has a most interesting history, reaching back to the early days of motoring. It stands on the site of the old Methodist chapel, which was acquired by his grandfather in 1919 when a new chapel was built. His grandfather was a plumber and well sinker, but he started a cycle repair business, branching out into motor repairs and petrol sales as motoring became more widespread in the 1920s. Tragically, his grandfather was killed in an accident in 1926 and Mike's father, Charlie Fisher, who was then 14 years old, left school to continue the business with Mike's grandmother and aunt. Charlie was to have an immensely long career running the garage; one that would span the greater part of the motoring era. He retired only in 1992 when he was 80 years old! It was then that Mike and Clare took over.

Mike got his engineering education at the Merchant Navy Engineering College in Southampton and subsequently at sea as an engineering officer on cargo liners. He later became Service Manager at a firm specialising in MGs. It was the sort of training that has given him a very resourceful approach to the restoration of classic cars. Where an essential replacement part cannot be obtained easily he will often make it himself.

To begin with, Mike continued to run the business as a general motor repairer for the village, but he soon turned to specialising in the restoration of MGs, at



first concentrating on the MGA, MGB and Midget models. However, he has always been prepared to tackle anything and at the moment has a number of complete rebuilds on the stocks, including a J2, a PA (pictured left), an Austin Healey 100/6 and a 12h.p. Wolseley saloon. He is also building for

Clare a special “frog eye” Sprite with a 1275cc engine and disc brakes. Perhaps, however, the rebuild that will be of most interest to readers of these notes will be the complete restoration of a TB, which is currently being undertaken. It is, in fact, the second TB that he has restored in the last couple of years. The first was of a car which had not run for more than thirty years. The history of this rebuild was recently described in a detailed two part article in the Owners Club magazine.

Although the TB presently being restored appears superficially to be in quite good condition (*see photo below*) closer inspection (*next photo*) has revealed some “nasties” and a complete rebuild is necessary. To date, Mike has not



encountered any major problems with the rebuild, although he has had to manufacture a three way connection for the brake pipes, which is not the same as the TC. This restoration is now proceeding apace and it is hoped that it will be on the road by mid-summer. It is satisfying to know that in the last two years, two

TBs, neither of which was previously known to the Register, will, thanks to the efforts of Mike and his customers, have been given a new lease of life.

Whilst the instructions of the customer must be the governing factor in any particular project, Mike's preference is for a sympathetic restoration that conserves the original character of the car and he



tries to keep in his mind the sort of car it was when it left the factory. Where he is given a free hand, he tries to avoid the somewhat “brittle” and over-chromed appearance of some “better than when they came out of the Factory” restorations.

Mike has a growing band of customers who run T-Types and he does, of course, carry out routine maintenance, repairs and tuning on all MG models. Indeed, it is rare not to find one in his workshop alongside the restoration projects. One of the most pleasing aspects of the business is the friendly welcome Mike gives to people who call, be they holiday makers with minor problems with their cars, or classic car owners seeking advice on a problem. Mike is an enthusiast who, in addition to his interest in MGs, runs a 1925 Rolls Royce Twenty and a 1930 Essex, the latter being an ex-demonstration model bought by his father in 1931. He recently acquired a TA, complete, but in pieces, which he is earnestly looking forward to putting together sometime.

Mike can be contacted on 01502 723237.

**Editor's Note:** Following on from the above advertising feature, it might be helpful to some of you if I were to share my thoughts on getting restoration work done by specialists. My experience is largely based on the Triple-M scene, but I have also heard of a few cases of dissatisfaction involving work done on T-Types.

If you decide to entrust your car to somebody for a complete restoration, the first point to bear in mind is that the total cost (labour plus parts) will almost certainly be more than ever the car is going to be worth. Now, this may not matter to some, particularly if you have no other way of getting the car restored to its former glory, but if you have a tight budget, don't necessarily expect the restorer to 'cut corners'. Remember that the restorer has to make a living, will have overheads to factor in and will want to take a pride in the job, so 'cutting corners' will not appeal to him – in fact he may not want to take the job on at all.

On the other hand, the restorer has certain responsibilities to his customer. Whilst estimates are notoriously difficult to give, it might be possible to get a broad idea of costs based on what similar jobs have cost. The customer is also entitled to ask the restorer for details of say the last three or four clients who have had work done so that they can be approached for an opinion on the work done. If the work goes ahead, then it is vital that a photographic record is maintained and regular detailed invoices are produced to justify the cost of the work done. If there is a dispute, don't leave it until the end, 'nip it in the bud'.

I have all my Triple-M engine work done by Brian Taylor at Hopton Heath in Shropshire. I would not even think of going elsewhere. I learnt long ago not to ask Brian for an estimate – he charges what it costs. He gives me a photographic record of the work done and details the cost of every operation in comprehensive invoices. If he meets a problem he contacts me either by phone or by e-mail (often sending an e-mail photograph of the problem) and gives me the options of overcoming it. I cannot ask for more than that!

## THE TC VAN

There must be a few members still around who will have read (and possibly forgotten!) the article on the TC Van which was contained within the 'T' Register Bulletin Number 5 dated August 1964.

At the time it had just come to light that the ‘blown’ racing TC of Mike Vincent had previously seen life as a Factory van. This information was contained in a letter to Mike from Wilson McComb (Wilson, who died several years ago, had joined the M.G. Car Company in 1959 to become founding editor of “Safety Fast!” magazine). The relevant extract from the letter is reproduced below:

"During the 'TC' production period, this factory, in common with many others, experienced great difficulty in obtaining supplies of almost every component, and it was considered desirable that our 'chasers' – as we call them – should be able to carry small quantities of components back to the Works from the various suppliers in the Midlands. Three standard 'TC' chassis were therefore fitted with light delivery van bodies for this purpose, and they were probably the fastest light vans in the country; certainly the most uncomfortable.

What our people forgot, of course, was the fact that vans were subject to a 30 m.p.h. speed limit. Our hot M.G. Vans did their job very efficiently but we got rather tired of having to bail the drivers out of various police stations all over the country. So the whole idea was scrubbed. One at least of the vans – possibly all three – were fitted with standard ‘TC’ bodies and sold, presumably as used cars, for they could hardly be called new after nearly two years on the road, even though the body was brand new.

One of the three was FJB 313, so you are probably the only MGCC member who is racing an ex-works delivery van!

Our records show that TC/8221 was completed (as a bare chassis) On 25/4/49 and despatched on 21<sup>st</sup> June, presumably with the van body then fitted. Then comes a Service Order dated 20/3/51 calling for the van body to be removed and replaced with a standard 'TC' body; the speedo reading is quoted as 8814 at that date, which seems rather low".

**Editors Note:** TC8221 is on the Register but we do not know who owns it.

## BINDERS FOR TTT

**BINDERS FOR TTT** There have been a number of requests for a binder to hold copies of TTT. Please let the Editor know if you would like to order one. Price is dependent on quantity ordered, but should not exceed £5 per binder. The Editor's contact details are on page 38 – 'snail mail' address is 85 Bath Road, Keynsham, BRISTOL BS31 1SR

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Paddy Willmer. 0124-262268. 07721-471195

Original Lucas SFT 462 spot lamp – mint condition £225. Original Lucas rim and glass for SFT 462 spot lamp – mint condition £75. Original TC steering column £200. TC steering column modified with Ford steering box – ready to fit £150. Two very good s/hand 19" TC wire wheels £75 each. Clutch pressure plate and friction plate – as new £70. Set front/rear TC brake shoes with handbrake actuators on rear shoes £75 the set. Original TC distributor complete with clamp bracket and vernier adjustment £65. Repro aluminium XPAG tappet cover – unused £15. TC regulator – excellent condition but cover cracked £20. TC oil pump body with faced off cover plate – excellent (no gears) £15. Chrome original TC rad nosepiece £20. Various new hub bearings – two pairs front taper and two rear hub £40. Glyn Williams Tel: 016285 24324

Four TA/TB/TC rims & tyres for sale. Two centre laced and two outer laced, with tyres and tubes. Mixture of tyres with just about passable tread and tubes not visible. Rims have been chromed at some time and are in poor



state, will respond to blasting/spraying or rebuilding. These arrived on car from the States and have not been driven on for many years. £60 pair or £100 lot. Kent. E-mail me for pictures. [richard.woollett@tesco.net](mailto:richard.woollett@tesco.net)

TD/TF new Lucas foot dipswitch (still boxed) £15. TD round tail lamps with chrome tapered mounting assemblies £45 a pair complete with lamp. TD pair of air horns H & L £40 a pair. TD, one chrome headlamp complete with Lucas badge £40. TA/B/C stop light switch £20. TD intermittent stop/winker control box assembly £30. T-Type petrol pump – tested £30. TD starter motor complete, good condition £40. Matched pair of 1¼" SU carbs £40. J/P distributor DK4A £40. Bill Tonks 01429 838683.

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**Editor's Final! Note:** Well, I've finally got there, but it's taken me twice as long as normal because I haven't had my 'back up guru' to put me right when things have gone wrong. I'm sure I'll improve over time so apologies if some of the layouts are not quite up to standard. I've had to hold over some articles this month, for which I apologise to the contributors.

Regrettably, I didn't have the space to include the Tangerine Terror's six monthly safety check list for beam axle cars which was mentioned on page 17 of January '05 TTT, but it will definitely appear in the May issue. Also worthy of mention is some useful Derrington "blast from the past" stuff sent by Grahame White and some engine information from Roger Wilson. Whilst I am reasonably confident that there is going to be enough material for the May issue, one can never have enough!



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