



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 14 APRIL 2014



DFV 297 enjoying the sunshine on the 2006 European Tour in France

A Message from the Chairman of the MG Car Club 'T' Register - Geoff Matthews

By the time you read this note the MG season will be well under way and I hope you all had a chance to enjoy "Drive It" day on Sunday 27th April. As I write I am anticipating a good day out and taking the T Type down the A30 to The Hawkins Arms just outside Truro for a good run to Newquay, hope you all had a good day out if you were able to participate.

Before we know it we will be congregating at Silverstone for MG90 and I hope to meet many of you there. This year my wife Annie has taken on the task of setting up and running our stand and we will be looking for volunteers to assist in manning the stand so if you can help out do give us a call or email me via the website and we will be in touch. Once more the Register will be allocated tables at the Saturday night dinner so if you are planning on attending and wish to join in let a member of the committee know in good time.

I am also pleased to report we now have our website back to full strength and we are very grateful to Chris Sundt and his son for the effort they put in after the unfortunate hacking attack on the site earlier in the year.

Let's hope the sun shines on our various events during the year and do enjoy your T as the summer progresses. Hope to see you on the road sometime during the year.

All the best Geoff

TRN APRIL 2014

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EDITORIAL

Unlike last year this Spring has not been so bad thus far particularly after the long winter deluge and there has been enough warmth in the sun to have encouraged some of the cars and occupants out from their winter hibernation.

I had a good time at Rebuild again this year Alan Wakefield performing his miracles once more and putting together a splendid group of speakers and topics, but be warned he has resolutely threatened that it is time for some other soul to take on the task next year. On this topic it was good to see some new faces in attendance and we hope that they took away with them much valued information and sage words from our experienced speakers on the rostrum.

After the trials and tribulations of the last few months, I know one should not be so presumptive in these matters, but I am delighted to say that the TF is performing superbly again and just like the good old days.

Like Geoff, I did get the wheels moving and joined in "Drive it" day on Sunday 27th April with a host of all types of classics, 225 of them to be precise twisting and winding through the Essex lanes, ending up after a 45 miles run at Layer Marney Tower, built in the reign of Henry V111 and a previous venue for the Antiques Roadshow and the like.

It never fails to astound me of the number of classic cars there are around and the enthusiasm there is for all types of vehicle from early Rolls to the humble Anglia and not forgetting of course that this part of the world was famous for another man named Henry whose works still reside at Dagenham but originally hailed from Wayne County, Michigan and then Detroit.

Moving onto the rest of the year, for the first time in about 30 years I will not be at Silverstone MG90 this time due to a clash with an earlier commitment I made before the date was known which is a shame as it plans to be a good one and not to be missed with the 90th year of MG being celebrated, does not seem 20 years ago since the 70th.

Will definitely be planning to go to the T Party again at Shuttleworth at the end of July, it was a great day last year and the sun really did shine upon us. Once again there is a bonus package as the car and driver goes free so do join us and as the sun will shine once more, bring the picnic basket again.

Ann and I spent the Easter weekend doing the Lincolnshire Wolds which is the venue for the T Register Autumn Tour in September this year. The routes and places to visit are now resolved and we are promised some interesting times at the various WW2 RAF locations and local attractions in this expansive but largely unspoilt part of the country.

Until the next time, drive safely

John Ward



My TF and David Bishop's TD find a quiet spot amongst the other classics on "Drive it Day"

COVER STORY

DFV 297 - The Story of an MG TC

This is the story of an MG TC, acquired in my student youth now back with me, restored and well used. As will be seen, there have been times when I did not own it, and times when it languished in a decayed state, ignored and unloved.

I acquired the car (Chassis TC8759, engine XPAG/9211, registration DFV 297) on February 10th 1962. As an impoverished student it was a step up from a well used Morris Eight Mk2, and required a repayable loan from my Grandmother to fund it. I still have the bill from Performance Cars for £265, and the AA Report my Parents insisted was done before I made the purchase. It came with a 3 month guarantee from Performance Cars, and I recall that, when I went to pick it up with my Grandmother on hand to sign the cheque, the salesman found a sidelight didn't work - the bulb was replaced with a flourish. I arranged to transfer the insurance from my trusty Morris Eight, and paid the princely sum of £19.2.6 for insuring the MG.

The AA Report makes interesting reading. The car had a recorded mileage of 38106, and the summary stated that "attention is drawn to the higher ratio of wear to service in a high performance car of this type however bearing in mind the above the general condition is reasonable." It was noted that the compression of No 2 cylinder was down (to about 125lb) and there were various minor oil and water leaks, none of which were considered serious. All in all it looked a good buy.

The car came with, amongst other things, the original Instruction Manual (which I still have, albeit somewhat oil-stained and tatty). Inside it was the original Guarantee card, showing that DFV 297 was sold on 9th June 1949 to a Mr. K.W.Fleuriot but unfortunately there is no indication of the name of the garage which

sold the car. I also acquired it with not just the 5 original 19inch wheels, but also two 16inch wheels, and a wooden block so you could get the jack under the rear chassis if a 16inch tyre punctured (as I found out the hard way one day). I have no other information on the history of the car before I bought it.

It would appear that Mr. Fleuriot did his own maintenance as there are hand-written notes in the Manual on the plug and points gaps, and a list of the tyre serial numbers when new. Curiously, when rebuilding the car I found that the spare was one of those tyres - I have decided not to use it in the interests of safety!

As an impoverished student I did all my own maintenance, and purchased a copy of Blower's excellent book as a guide (which I still have, well thumbed and oil-covered). The car was well used over the summer, with a major problem becoming apparent - excessive oil consumption. This came to a head on a trip back from Bournemouth to Oxford. Acceleration produced an impressive cloud of smoke, obscuring the view to the rear. Checking the oil level in Oxford showed the sump nearly empty - 8 pints in 80 miles is unreasonable. I decided to remove the cylinder head. Examining the bores showed a large gouge in the side of No 1 bore. With a few student friends I removed the engine (by hand, with rope handles round the engine, and standing on the chassis rails - no sissy block and tackle) and stripped it out. No 1 piston's gudgeon pin was loose, and appeared to be trying to bore its way out of the cylinder wall. There weren't too many piston rings left either, as I recall.

I gave the block to F.J.Payne in Oxford to re-bore after first lining out No 1 cylinder. They also reground the crankshaft and skimmed the cylinder head. This in itself caused some amusement as I had just asked them, following the instructions in Blower for Stage 1 tuning, to reduce the head thickness to

74.37mm. They rang me up in a panic saying that they would have to remove "about a 10th of an inch, and that couldn't be right". I rechecked Blower, and told them the book said so! They did it, but I felt they were not convinced. The total bill, including all new bearing shells, pistons, gaskets, valves and guides, and reassembly of the cylinder head came to £31.3.1. After reassembling the engine we put it back in the car (again using the rope and strong student arms method).

My joy at having a working car was, however, short-lived. Waiting at traffic lights on a slight up gradient in Winchester, the lorry in front of me rolled back and dented the top of the radiator with a corner of the load platform. This necessitated removing the radiator, knocking out the dent, and getting the whole radiator re-chromed. Total cost - £16, paid by the owners of the lorry. The dent can still be seen in the top of the radiator if you look carefully.

During this period spokes had been breaking from time to time, and I was running out of serviceable wheels. I therefore had 3 wheels rebuilt at the West London Repair Co. in Wimbledon. A total of 20 new spokes were required! The cost was £4.9.6.

The winter of 1962/63 was bitterly cold in the south of England, but the TC took it all in its stride. I went to a 21st Birthday party in Doncaster on New Year's Day, returning home near Portsmouth down a deserted A1 at the end of the weekend. I had little trouble until reaching the Downs south of Petersfield, at which point I hit a blizzard. Even with the hood up and sidescreens in place (a rare event for me) snow was driving into the passenger footwell. But the tall wheels and the snowplough-like front wings did me proud and I staggered home to be beaten by snow drifts in the drive - a memorable journey. The car hadn't missed a beat and, in spite of being left out all night, started first time the next

morning, once it had been dug out. I did not molly-coddle the car while I had it then.

I keep brief records of all my cars and noted that it would cruise at 75-80 mph indicated (!), and returned about 27mpg, but it had hard suspension. It served well as a student hack - on one occasion carrying about 10 people back from a party draped over it. It also out-dragged a frog-eyed Sprite up Oxford's Broad Street one evening, probably an advantage of low gearing.

In March 1963 I sold the car to a student friend as I acquired a TVR Mk III as a 21st present (in kit form - with a 1622cc MG engine of course!). I had done 11400 miles in the MG, and it had hardly troubled me - except for No 1 gudgeon pin, and a tendency to suck in the rocker cover gasket (it's amazing how far down the side of a car a little oil goes).

My student friend was not at all mechanically minded, and asked me to maintain it. It became apparent that the engine was well down on power, and the tappets were closed right up. A short while after adjusting them, they closed up again. Clearly all was not well, and the cylinder head was removed. The exhaust valves were all well up the guides, and a fine tulip shape. The valve seats were re-ground, and new valves inserted. Routine maintenance then saw the car through until around May 1968, when Justin (the then owner) called me to say he'd blown up the engine. I found that No 3 piston had disintegrated - the top was lodged near the bottom of the bore, and the bent con-rod complete with gudgeon pin was lying at the bottom of a sump with holes in. Of the rest of the piston there was no obvious sign. There was, however, a chunk torn out of the bottom of no 3 cylinder bore below the bottom of the block. I've kept that con-rod as a souvenir.

We decided to rebuild the car, which was by then looking somewhat tatty. We started stripping bits off it but enthusiasm waned.

Shortly thereafter I decided to buy the remains for the princely sum of £150.

My girlfriend at the time lived in a flat in Harrow with an empty garage - which was soon filled with an old, semi-stripped MG. (we have been happily married for many years now, and she has come to accept the MG as part of our life). As it turned out, the seats and side screens were left behind, but I wasn't to find that out for another 20 years!

I got married, moved to a new house (with the MG gradually falling apart, but under cover), acquired children, and moved house again - to one with space for four cars to be garaged. As my daughter grew up she became more and more insistent that I do something with "that old car" and finally, in 1989, I decided to put it back together. I set down an 18 month timetable - get the engine rebuilt, tidy up the bodywork, and there you are. 5 years later, in April 1994, I finally had a rebuilt MG TC legally on the road for the first time in 26 years, so much for plans. One day I'll write up the story of that rebuild. I learnt a lot.

Re-registering the car with its correct registration was an interesting experience. When, in the early 1980's, the DVLA announced they were going over to computerised records, I wrote to them and got a letter confirming my interest in DFV 297. When I came to re-register the car, it was not that simple. The old V5 had gone missing years before, but I had the guarantee card and the AA Report (which clinched it). I have to commend the staff at the Reading DVLA office, who were very helpful at all times, and without whom it would have been very difficult to have got through all the various forms and processes. The car still has its original correct registration.

Since then we have had many happy years driving the car - probably with greater care than I did all those years ago as a student. Our first major trip was the Continental Tour in

1996 - during which we made many good friends in the T Register, and on which we learnt a lot about T Type touring! We've taken it on continental trips most years, attended T Register weekends, and much more. Over the years it has needed more than a little 'tlc' - for example, I renewed much of the wood in the body tub about 10 years ago, and fitted cast iron brake drums (which stay round).

The car is now slightly non-standard in that I have installed a higher back axle ratio (8:37) and fitted an XPAG engine built by George Edney as a 1500cc unit. This makes it more pleasant to drive in modern traffic. Other than that it is largely as it left the factory.

But it can still inspire. New Year's day 1995 was a sunny, cold day, with a sharp bite to the air and hoar frost on the trees, but it was exhilarating driving the MG with the hood down, sweeping round the country roads with the roar of the engine in one's ears, the steering wheel bucking in one's frozen hands. How I pitied all those in their sealed tin boxes cut off from the real joys of motoring.

Chris Sundt

TC Register 6805

23 March 2014



RECENT EVENTS

THE 34th T REGISTER REBUILD SEMINARS AT THE HERITAGE MOTOR CENTRE AT GAYDON ON SATURDAY MARCH 22nd 2014

Once again this time for the 34th consecutive year the T Types on a bright sunny morning could be seen wending their way to the annual T Register Rebuild Seminars, much better than last year when many had to battle against the elements and get through the snow and many did not make it. As you can see this year a number of T Types took advantage of the weather and joined the line up.



And there was also an added dimension.....throughout the last few months a film unit has been creating the story of the TC for a series to be billed Classic British Sportscars for Channel 4. During the winter months they have been watching and filming the intimate progress of a TC rebuild in the workshop. The film crew was on hand to film and interview TC owners at Gaydon in order to put the finishing touches to the programme, so watch this space as they say and we will endeavour to find out when it is to be screened.



Owner and son with one of the Kent police TC's, FBT 31, being interviewed by the film crew from Love Productions.

Over 130 delegates eagerly assembled from 8.30 onwards at The Heritage Motor Centre which has proved to be the perfect venue for this event, the facilities, conference rooms, IT availability and catering are excellent and the administrators and the staff are very helpful and supportive.

Following registration and a welcoming hot drink and the obligatory bacon roll, the delegates made their way to the lecture rooms for the opening seminars. The programme of speakers and their topics had been well publicised in advance, therefore there was no need for deliberation and the seats quickly filled in the respective rooms.

But before that there was the usual clamour to get there first and see what was on offer at the "Bring and Buy" stall. Business was brisk indeed and there were tables full of very useful items, it seems that at last many of us are finally offloading much of the leftover bits from successive rebuilds over the years and there was no shortage of new owners that were anxious to snap up these much sought after parts. Glenys and Barrie Knight did a great job keeping things in order ably aided and abetted by Keith Doherty.



As last year as well as the projector screens and computer presentations there was a video recording taken of the sessions by David Wardell. Again these may be made available either as download on the T register website www.tregister.org or later as audio recordings or dvd's, more details later when known.

The theme of this year's seminars was appropriately called "**Back to basics**". Although many T Types have been owned by most of the Register members for more years than they like to recall there has been in the last few years a steady succession of "new kids" who though they may have more than an understanding of all things mechanical nevertheless are always keen to learn of the many nuances that a 'T' can throw at them and what a better place to find out than from the old brigade (apologies to you chaps but you know what I mean).

The morning sessions

MG Midget T-Series "The Complete Story" - Graham Robson

Graham is the well known classic car journalist and author and this book above is a must for all T-Typers. His presentation was all about the early background of the development of the T Series and the key personalities who were involved. Graham was also on hand to sign copies of his book which has been out of print but we are pleased to advise that they will be available again shortly, order your signed copy from our regalia team now.

TD/TF Steering and Suspension - Barrie Jones

Barrie is a long time member of the T Register and the technical adviser for TD/TF and his book "Barries Notes – Maintaining a 1955 MGTF in the 21st Century" should be in every owner's garage. His presentation covered all there is to know about the dismantling, overhauling, reassembling and improvements that can be made to the suspension and steering rack on the TD/TF

When only the best is good enough - Alastair Naylor

Anyone associated with the MGCC and the T Register for some time will need little or no introduction to the name of Alistair Naylor, one of the earliest of the T Racers in the 60's and still competing and with his brother since 1966 has run a world renowned MG Restoration business. Alistair told us of the early start up of the business and many of the problems they encountered over the years that they went through in order to get the reputation for quality that they have and achieved and earned today.

A TD/TF Technical Forum – Panel Members - Ian Ailes; Bob Marshall: Barrie Jones.

All the delegates were invited to partake in this lively and informative session of questions and answers with this trio of long standing TD/TF owners who over many years had undertaken more than one extensive rebuild of their cars and were willing to pass on their experiences and advice in such matters.

The lunch break enabled everyone to be well fed and watered and to catch up on all things MG with others, browse the extensive exhibits in the museum and maybe go and see whether that spare part had been sold that they were thinking about buying but all too often though it had already been snapped up much earlier.

The afternoon sessions

A TATB/TC Technical Forum – Panel Members – Roger Furneaux: Brian Rainbow: Eric Worpe; Paul Ireland

Just as before the lunch break there was a questions and answers forum for the early T Types the TATB and TC. Again all the panel members have owned, rebuilt and maintained these cars collectively for decades and there can be very little that these guys do not know about the workings, strengths and weaknesses of the early T's.

Restorative reminiscences or “tried and tested tips for T types” – Bob Marshall



As the title suggests this was a succession of experiences and sound advice offered by one who has owned his TF since 1968 and carried out at least two full restorations promising ‘she who must be obeyed’ not to trial it again and is currently fully restoring a TD. Bob in his own inimitable raconteur style informed us and entertained at the same time but I could not help but muse that “Rumpole of the Bailey” came to my mind more than once.

T Type SU Carbs Rebuilding/modifying/tuning – Paul Ireland

Paul has been a regular contributor to recent Rebuild sessions and to other MG publications mainly concentrating on modern fuels, tuning and setting up twin carburettors and generally trying to maximise the performance of all the older MG's. He has owned his TC since the sixties but is still interested in getting the best from it in spite of the attempts of the environmental lobby to interfere.

Instrumental to T Types – Tim Ingle – Speedograph Richfield

Tim gave a valuable insight into all matters concerning restoring, repairing and renovating T type dashboard instruments. He manages Speedograph Richfield a leading specialist in classic vehicle instrumentation and he invited all the assembled to contact him on any matters or problems they are experiencing, contact him on www.speedograph-richfield.com

The T Register Annual General Meeting

Immediately following the last of the sessions everyone was invited to attend the T Register AGM, Geoff Matthews was in the Chair and the Secretary Sally Silcock and Treasurer Glenys Knight were in attendance.

The Chairman gave his report congratulating all who participated in the successful running

of the 50th year anniversary celebrations and welcomed everyone to attend as many events this year. He reported the problems currently being experienced with the Register website due to hacking by others but believed this would be shortly resolved. On other communication matters he positively endorsed the use and development of the facebook page and would like to receive feedback on same from the members. He reiterated that we are always seeking new numbers to join the committee particularly the younger element who will form the basis of the future of the Register and was pleased to note that there did seem to be a gathering of new members and that they were getting younger. He recorded that he and some of the other members of the committee had attended council meetings of the MGCC over the last year and that this was well received and that members found this very informative and interesting and welcomed any other like minded parties to make contact if they wished to attend by appointment.

The Treasurers report advised of a relatively healthy financial position, most of the events last year had returned a small surplus mainly due to the sterling efforts of the committee and the support given by the members. The Regalia section is being radically reviewed and most of the old stock being written down and we are pleased to announce that Barry Knight has elected to take over this role and that there are some positive ideas for the development of this function in the near future.

There was no retiring committee members this year other than the sad loss of Tony Smith, therefore the current officers and committee were duly elected for another year. We welcomed a new member to the committee Mr. Robin Haseldine and were also pleased to announce the appointment of Martin Price to be our Luffield Speed Championship Representative as a successor to Tony.

Once again a thoroughly enjoyable day all round and as the Chairman of the T Register Geoff Matthews concluded many congratulations to the organiser Alan Wakefield who tirelessly worked to put together this excellent show together with the administrative support of a past Rebuild organiser Peter Cole.



Martin Price our new Luffield Speed Championship Representative being presented with The Maureen Hodder Trophy by MG Car Club Chairman Bill Silcock, awarded for his major contribution to competitions and events during the year.

Whilst on the topic of the Luffield Championship it was the playground of Tony Smith and his TA Special until his untimely demise due to cancer last year.

In his memory and as a tribute and celebration of his life there is to be a **Classic Car & Beer Festival on June 29th at The Plough, Tebworth Road, Wingfield, LU7 9QH.**

**THE MG ERA DAY AT BROOKLANDS
MOTOR MUSEUM SUNDAY 6TH APRIL 2014**

As last year the T Types were again invited to join the SE Centre and visit MG Era Day at Brooklands on a bright but very breezy Sunday



British Icons caught on camera at Brooklands MG Era Day 2014

Photographs by Tim Morris Brooklands Museum Photographer

BROWN & GAMMONS

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We embarked on a re-engineering programme 5 years ago in order to address the difficulties many MG owners encounter when trying to replace parts that are no longer available or of inferior quality. All the parts are manufactured in the UK and machined from superior quality materials in order that they last longer and in many cases improve the driveability of the car.

We haven't stopped here though. We currently have many projects on the go so watch out for more parts coming soon. We do stock a comprehensive range for all T Series aiming to keep the cars on the road and working as they should. Whether it be mechanical, body or trim we will make every endeavour to help. Our workshops are fully experienced in all MGs but particularly T Series with many total rebuilds to our credit over the past 36+ years of our business. Whether it be a rebuild or just a part or technical advice, contact us.

Ron Gammons was a founder member of the T Register back in 1963 and has owned, raced and loved T Series throughout. Malcolm Gammons cut his racing teeth on the family TC and then built his racing TF. Contact the winners!

MG TA, TB, TC
or MG TD/TF
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“That was another Good Day”.

Reflections on the Kimber Classic Trial 2014

It's Sunday afternoon and here I am back home after another superb weekend with the good old cars. I am writing this because it was said that if the numbers continue to fall this great annual event will have to stop. So much work, effort and paperwork is put in to organize the event and so a good entry list is essential to make it all worthwhile. There was only one T type this year and they came all the way from Holland!

Last year I marshalled at the event really to get some idea of what is involved and clearly it is great fun. Maybe these notes from an absolute novice will encourage more MG owners to have a go next year. Our cars are very precious but are not just for looking at, sometimes it's good to use them as the designers intended. “The Kimber” is not too demanding on what is now ancient machinery, and is a good day out with a competitive edge to add some spice!

My car is a swept wing J2 of 1932 vintage so she is about 5 years older than me. The J2 swept wing was the first of that iconic style that carried right through to the final T types. “The Kimber” was our first outing since Colin Bird of Tamar Valley Motors rebuilt the engine for me. I decided she needed an hour or two running in to sort out teething problems and get everything working sweetly before the event. Just as well, because she soon started to lose power and cough, splutter, blow back and back fire, so it was back to my workshop and check and adjust rocker gaps. I advanced the ignition timing a degree or two and adjusted mixtures on both carbs. The plugs kept sooting up so I changed to hotter plugs, champion L87Y.

I watched my friend Niek Jan Boschman's excellent videos of the 2013 trial and decided that I needed to raise the number plate to avoid a bow wave at Alham's splash and also put a rubber glove on the distributor and plug leads, to try and preserve the sparks while fording the water.

After all that my next test run on my own local farm track went a lot better and I also tried my local ford, but it wasn't deep enough to prove my secret weapon.

I arrived at Lanes Hotel Friday afternoon. Everybody was very welcoming and friendly and we talked about each other's cars. Saturday morning started early with signing on and then scrutineering which was very straight forward however I think he was not familiar with the MMM “flexible steering”! There a few fettles needed to comply, especially you need a return spring on EACH carburettor butterfly, very easy to fit, I fastened mine back to the water jacket bolts. Also needed is a spill kit, easy to find on the internet and a foam fire extinguisher. These are quite big and it's hard to find space for it in the J2 cockpit. Some put them under the passenger's knees, but I fixed mine to the rear bulkhead.

I also own an F type, and the cognoscenti will know that the F type ENV gears are the other way round to the J2 and it always takes my poor old brain a few minutes to remember where 1st gear is on the J, and so we had a small trauma after the start when we had to climb up a very steep hill out of West Cocker. All was fine until the M Type in front started popping and banging and stopped on the steepest bit. He got going again in the end, they are much lighter than the J2 but my clutch wouldn't cope and we had to run back to restart on a less steep bit and at the same time remember which gear was which!!!

Not a good start! With much needed encouragement from my friend Ian Goddard who joined me as Navigator / Bouncer for the day we were on our way again.

The first observed section was Windmill Hill and a slippery grass hill side set out as a standard car trial in the form of an S bend. We were lucky running at number 12, the previous runners had ground down the grass a bit and our wheels found a reasonable grip and we cleared the section and this boosted our confidence. Some later cars found it more difficult as the course become rutted and muddy.

The Stoney Lane test involved timed forward and reverse work and we took this at an easy pace, I am always conscious of the vulnerability of the MoWog back axle if reversing too violently. (Years ago I broke a pinion showing off reversing to a girlfriend).

Then it was Corscoombe, a steep climb on mainly mud, but I had forgotten about the "bump" at the top where many cars failed last year. And so it was for us this time, but it took only a small push from the marshals to get us going again. Then a few miles through glorious country lanes to Test 3 which we failed miserably, I think because we stopped on the finish line instead of driving clear of it. We had better success at Stoney Lane where we cleared the section including a restart. This was achieved by default really because I got the revs all wrong but she "trickled it" at about 100 RPM!

After lunch it was on to Batcoombe, a very steep stony and lumpy section which tested our bouncing skills to the limit, but plenty of power took us through OK and then it was on to Alham Splash. A lot of gamesmanship was going on here with people donning Wellingtons and water proofs or taking their socks off. We had decided to take it slowly into the water and then build up momentum to take us through. Our secret weapon worked quite well but even so she coughed a bit on the exit, nevertheless we cleared it and stopped astride the line with lots of steam!

Our next restart on Honey Cliff was not too good and we lost traction due to too much power too soon and had to run back down to the bottom to take a run at it without stopping. Pitcombe Hill went ok and finally we were very nervous about Hell ladder, the approach was a muddy lane, down and down and down and what goes down must come up again, but it was fine soft going and we dug our way up with plenty of power on the last bit to see us to the top. And that was it, a cheery Andrew at the finish and a coveted finishers certificate.

A huge thank you to Bruce Weston and Andrew Oust and all the marshals for such a well organised event and to my friend Ian Goddard for superb navigation and calm

encouragement when I messed up the gears and the revs!

A lasting memory is Kim Jenkins in her little yellow 1928 Austin 7, (my Auntie had one that she called "the pram"), they had a go at everything, always laughing and smiling.

So all those MMM and T type owners come and have a go and hope to see you next year. Google "Kimber Trial 2014" where there are several links to pictures and videos which give the feel of the event.

Charlie Cartwright.

April 2014



In Alhams splash up to the gunnels.....

FORTHCOMING EVENTS

MG90 Silverstone 21st-22nd June 2014

You cannot fail to have noticed that this year is the 90th Year since the formation of the MG Car Company in 1924 and that this will be widely celebrated at Silverstone this year and entry forms have been included in the March and April editions of 'Safety Fast'

All the usual attractions will be there for T Types, the main marquee this year will feature every Register displaying a particular model and theme, the annual T Register Noggin & Natter will be held as usual in the late

afternoon of Saturday at the 'Specials Marquee' and as last year those who will be attending the formal dinner, this year being held at the Golf Clubhouse adjacent, can make application to join the T Register allocated tables.

The T Racers will of course be there, probably in the company of the MMM's, the Sprint is being reintroduced on the Stowe Circuit and naturally parade laps featuring every known MG Model from 1924 to the present. There will be the Register allocated parking, circuit tours and Arena displays so should be an outstanding celebration, book your tickets early and be there.

THE 2014 T REGISTER T PARTY



The Shuttleworth Vintage Aircraft Museum "Wings and Wheels Day"

**Sunday July 27TH at Biggleswade
Bedfordshire**

Following the success of last year's return to Shuttleworth, the good news is that we will be there again this year having received confirmation from the Shuttleworth Museum Marketing Team that the same special offer will apply that **ALL PRE 1960 MGs** that attend this super days' event which includes a full flying display, the car and the driver will be **FREE** and one on board passenger will only be charged £12.00 but all drivers and visitors

will need to be pre-booked. The normal entrance fee for the day is £19.00 per person so this represents a great saving so many thanks to the Museum who obviously much appreciated our presence last year.

Any further enquiries or questions contact Graham Brown on 01234 358729 or email graham.sue358@btinternet.com and he will send you a booking form.

If you are applying for Driver and Car only they are happy to accept an email application download the Booking Form at marketevents@shuttleworth.org and return for the attention of Sandra Creevy

If a passenger payment is involved, please either telephone 01767 627924 and use credit card OR send a cheque to The Shuttleworth Collection, Old Warden Park, Biggleswade, Beds SG18 9EP and mark for the attention of Sandra Creevey, Marketing Events.



The 2014 Autumn Tour to Lincolnshire

Route planning and coordination has begun in earnest, the places of special interest have been booked and all seems to be falling into place. The aviation museums were very helpful but the BBFM visit will have to be split into 2 sessions either on Friday afternoon or the Monday morning following because they do not open at weekends.

All who have booked the hotels should have now received a further notice asking for the payment of the tour fees and a request for preference of the visiting day to the BBFM, this is essential to enable final arrangements to be made and there are people awaiting "in the wings" for cancellations.

Advance notice.

The Autumn Tour 2015.

Already preliminary arrangements have been made and the Tour moves on to the 'Royal Cotswolds' for next year's event

And even further into the future.....

Would you believe it plans are already afoot to take the tour North once more and Grant and Barbara Humphries have elected to organise the 2016 event at a venue which will be centred a little west of the Pennines, more details of these as they evolve.....



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Following a piece in the March issue of "Safety Fast" by Peter Best of PBIS Insurance Services on the vexed question of insurance matters and the current marketplace here is a lamentable tale from one in our midst giving a view from the **'other side'** of this thorny age old problem

Insuring your old banger

It's time to renew the car insurance and your current insurer sends you the new terms which are more stringent than ever; the excess has risen; the premium is higher; the number of permitted drivers is reduced and other such amendments and restrictions.

So there are good grounds to look around. The advertisements make many claims; huge discounts for group (more than one car) policies, *"we've been insuring classic cars since Adam"* (Adam who? Adam Ant?).

With paper to hand you make the first call. After the amazingly boring introductory statements, *"we're regulated by legal and financial constraints blaming government or the EU etc"* and then *"your call is important to us and when we get to answer and it will be recorded for a number of given reasons"* and then you have to press; you press 1 or is it 9? ...and wait. Whilst waiting a voice tells you, between spurts of unbelievably awful music how important your call is to them.

Eventually when most probably you have lost the will to live you finally get to speak to a person and here the grilling starts and *"if you do not answer fully and frankly the inquisition will be immediately despatched to your home with nasty implements"*.

Then the fun really starts. Having told the person that the car was made before the Korean War when his or her parents were in nappies and that it is a sports car, you are asked – *"is it automatic; how many seats and is it modified?"* No but when you are asked this question again you feel like saying *"sure it is,*

we've fitted a 7 litre fuel injected V8 running on methanol and a 10 speed gearbox and it does 0 to 100 mph and back to 0 mph in 3.72 seconds" No, No and No again it is standard. *"It is 1400 cc"* No it is 1250 cc.

Your present policy has 5 named drivers and unlimited mileage. *"On our something policy which covers all your cars the mileage is limited to 5000 p.a."* *"Is that for all the cars or individually?"* I query – *"I'll talk to my supervisor"*.

More music which if you hear much more means that the local brewer is going to expand his business just on the quantity you will consume daily.

"You can only have 2 drivers on our consolidated policy". *"So my children will not be able to drive and they have been driving for well over 20 years"*. *"No"*.

"When was this car first registered?" How do I know I didn't own it then? (What is the relevance of these questions)? *"Have you any convictions?"* By this time patience is sorely depleted and the inclination is to affirm and list the crimes – Director of Murder Inc specialising in insurance agents. But sanity prevails and you say no. *"Speeding tickets?"* *"Of course., who hasn't?"*

And so it continues. Then the insurance person talks about insurance options which you think you have grasped but with the builders hammering away, the dog being sick and someone ceaselessly ringing the door bell you may have missed something.

What is all this going to cost? *"We'll check it out and call you back."* *"NO! just send me an email so I can read the proposal and hopefully understand it"*.

So then when you have finished the call, the arrival of the armed response squad and two helicopters is a welcome respite.

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Fake Markings on a TF

An interesting observation made by Barrie Jones our TD and TF Technical Representative made upon a study of genuine and fake markings on a TF recently.

See the attached photos of genuine and the fake markings.

In the case of the head, the casting number appears to have been roughly removed and the wrong font has been used for the punches.

In the case of the VIN plate, note the incorrect font again and the fact that the prefix has been stamped. The original appears to have been machined.

Also, look at the word PARTS underneath the stamping area. It ends too far to the right, beyond the box.

Caveat emptor!



Fake VIN plate



Genuine plate



Fake casting number



Genuine article

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You can find out how to contact all of these members by going on the T Register Website at www.tregister.org or contacting me 'The Editor' at the above