



'T'REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 15 JULY 2014



FREDDIE YHAP ABOARD TF VPB 585 RACING AT SPA FRANCOCHAMPS

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

As I write this, a number of T Types will be congregating at Shuttleworth for the T Party and I am hoping the weather will hold for the rest of the day. What a superb summer so far this year, without wishing to betray my sceptic credentials I seem to remember summers like this in my early years, let's hope it continues and we will continue to enjoy it until at least our final event of the year, the Autumn Tour in Lincolnshire in September.

I hope you will agree we have had a good programme of events for you to enjoy and, of course, planning is already under way for 2015.

I also wanted to say a big thank you to all who made our presence at Silverstone so successful, notably Barry and Glenys Knight, who have so ably taken over the reins of our finances and regalia, a great team. I am also very grateful to Robin Haseldine, our latest committee recruit who is taking over the responsibility for our DVLA queries from Roy Miller who has done such a great job over the last sixteen years. Roy has agreed to continue to deal with the "Historian" role for the time being but we do ideally need to find a replacement for his role in the near future. As a committee we face a number of challenges over the next year, not least of which is the need to find some new members to take over the responsibility of running Rebuild and the Historian role as mentioned above. If you could possibly give some time for this interesting and enjoyable role do please contact me and we can discuss what it might involve.

Finally, do keep on driving your T types and enjoy the rest of this year and I look forward to seeing many of you at the Autumn Tour.

Cheers for now, Geoff



TRN JULY 2014

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EDITORIAL

As I told you in April, I was not able to make MG Silverstone for the first time in over 30 years due to a promise made earlier in the year before the date of MG90 had been announced.

For the last number of years it has been my privilege to look after T Register members by organising the parking of the T Types, but what about this year? Maybe there was a solution and perhaps it was possibly within my jurisdiction.

There is another member of the family who has been to Silverstone almost as many times as me, my youngest. He was born in May 1979 and first was seen at Silverstone in 1980 crawling about in a tent, as we happened to be part of the MG Car Club Golden Jubilee Motoring Festival, we then went on to Abingdon, wife Ann driving our 1957 Magnette ZA and me in the TF with my eldest son who was then five.

Every year after that the whole family, there is a girl too, were condemned to spend at least the Saturday of Silverstone, trailing around the spares stalls or rusty old tin bits, as the daughter would have it, before finding a place in the stands to watch the racing but they always got ice creams.

I cannot recall missing any years but suffice to say eventually there was a mutiny and the gang found alternative pastimes. However the youngest was always keen and we began to take one or two of his school chums or even meet some of them there. The TF was off the road between 1982 and '94 but we still went to Silverstone in whatever vehicle was serviceable. Perhaps there were a few years in university times when he did not go but as soon as this was over, back he came.

After spending the first six months of his life under the scuttle going to and from school, the TF had become the 'school bus', perhaps it was no coincidence that the haunting aroma and smell of old cars has become more than a passing phase.

Back to the plot and Silverstone MG90. Tom has a 1975 GT but it seems to spend most of its time under reconstruction in my garage. He and his wife have helped with the parking at Silverstone before so I chose my moment and broached the subject that perhaps they would like to take my place this year and offered a small bribe, insomuch that maybe they could take the TF.....without hesitation the deal was struck. I hope that if you went to MG90 you were suitably looked after and parked neatly and nicely and said hello to a much younger T Type than me. I understand that they had a great time and it may be difficult for me to get my job back next year.

But what next? The Autumn Tour to Lincolnshire is rapidly approaching. Having a theme this time of WW2 and the bomber squadrons that flew from this area we now have an added bonus in that there will be another flying Lancaster visiting these shores from Canada in August. We are privileged to be the first group to visit RAF Coningsby and The Battle of Britain Memorial Flight HQ and will see this Lancaster on the Monday morning after our tour and before the tickets go on sale to general public viewing thereafter.

A little short on copy and articles this time, do write and let me know what is happening in your T Type MG world, there are always others eager share experiences and technical hints in relation to our cars.

Until the next time, drive safely.

John W

COVER STORY

MG TF.....VPB 585

My father bought the TF from Freddie Yhap in January 1994 following a conversation with Steve Baker. Freddie had bought the car in the 1970s from a local pig farmer near Lingfield in Surrey and I inherited it from my father in 2010.

My father's interest in classic cars was rekindled in 1980 when I bought a dismantled 1939 Triumph Speed Twin motorcycle and he noticed an advertisement in the local paper for a 1953 MG TD, which he then bought in January 1981. The TD's registration was NNF 789 and I would be interested to know if it is owned now by a member of the club, (it is shown unlicensed on DVLA records). I have one or two photos of the TD when it was bought in 1981.

Freddie was well known in MG circles and I think he was one of the early T type racers in the 60s and involved with the formation of the T Register. He campaigned the TF on the road and for racing over many years (see photo). When my father bought the car from Freddie he did not have the original Registration Book, however one evening about 5 years ago my wife received a phone call from someone who said that she would not know their name but it was Yhap. My wife told him straight away that his name was well known to us and a long conversation ensued, which resulted in Freddie mentioning that he was clearing out his old files and had come across the green Registration Book for the TF and he asked if we would like it. Sure enough it arrived in the post a few days later. Freddie sadly died in 2010. He was a very gregarious character and I remember one of the comments made after his death was that *'life was never dull in the paddock when Freddie was around'*

Freddie obviously made many modifications to the car in his quest to out race others no doubt and I remember when chatting to him on the phone that he said no other TF would handle like this one and certainly there was a substantial 5/8" anti-roll bar, an oil cooler and the engine was bored out to 1350cc. A letter to my father mentions that he raced the car with a Laystall alloy head with Cosworth valves and a Derrington extractor manifold.

The TF's engine and gearbox have recently been rebuilt by Iain Rooney who has a very well known race preparation and machine shop in North Yorkshire. The block was sleeved back to standard (1250cc), the cylinder head gas flowed, the crankshaft & flywheel balanced and a fast road cam fitted; a rolling road set up showed 63 BHP at the flywheel with 66 lb.ft of torque. The engine is very flexible at all speeds however it is quite noticeable that the best range is between 3000 and 5000 revs.

Other recent work I have carried out includes stripping and repainting the chassis, replacing front suspension bushes, reconditioning the shock absorbers, repairs to the ash frame, replacing brake & fuel pipes and re-chroming the radiator and bumpers. My father carried out maintenance on the car himself until into his late 80s, including a complete re-wire; his eyesight was not good by then so he drew a large size wiring diagram to assist. A 4.55:1 differential is fitted, giving cruising at 50mph at 3100 rpm.

Freddie had fitted a Motolita replacement non-standard steering wheel, I had thought about putting back the original wheel but when driving I often think of Freddie and my father sitting behind the wheel over many years, so I decided to keep Freddie's Motolita replacement.

My wife Celia and I enjoyed our first T Register Autumn Weekend in the TF in 1995 in Chichester, borrowing the car from my father. We have attended most of these weekends since and look forward to Woodhall Spa this September.

Clive Manser



VPB 585 today

Freddie Yhap was an accomplished and successful racing driver who had been around the racing scene and the circuits of Europe for many years. Freddie started his racing career in T Types and was one of the early members on the grids when the T Register was formed in 1963. Remembered by Ron Gammons “as a character if ever there was one, the race scene will be much poorer for his passing”

Once in 1984 23 Englishmen and their cars went over to Zolder in Belgium to compete in the 9th European Grand Prix. Freddie’s clutch went in his B that he was racing at the event, he drove 250 miles to collect parts and repaired same before the race and afterwards in the evening he to be was involved with Glyn Giusti (T Racer) in a midnight ice cream eating contest, the catch being you were not allowed to use your hands.

Freddie Yhap died in October 2010.

RECENT EVENTS

MG90 SILVERSTONE 21ST & 22ND JUNE

Editors note.

I mentioned above that I was not available for Silverstone this year and that Tom, my youngest son and wife Karen went instead, this is their view of the proceedings.

Sometime during early 2014 Dad and I were in his garage removing a very poorly axle out of my MGBGT and realising it could well be laid up for much of the year, this would leave Karen and I, MG-less. Dad then made a comment which I still think I dreamt. 'Seeing as I can't go to MG 90, perhaps you and Karen could take the TF'.

So, wind forward to June and Karen and I turned up at his place with keys to the garage in hand. We said a quick hello to our still stricken B and tried to work out how to fit our normal camping kit (which fits quite nicely into an MGBGT) into the TF. Somehow it all went in but the large tent on the luggage rack meant there was no need for the dash mounted mirror.

Although he's had the car for 11 years longer than he's had me I'd never driven far in it without him being somewhere nearby, so with slight nervousness we edged out of the drive and set sail for Silverstone.

Driving an MG, any MG, on a cross country route is a joy and this was no different, the car handled perfectly and the sun shone all the way – definitely no hoods or side-screens required (which was a good thing as the weather equipment was buried under all of our gear). We made the trip in a little over three hours and still had plenty of daylight to erect the tent and cook dinner.

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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!

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On the Saturday morning we had been 'volunteered' to assist with the register parking and by mid morning had a good number of T-Types lined up along the Copse runway.



(They obviously only had XXL Hi Vis left)



The 90 year Line-up was quite a sight to behold and clearly of great interest to all visitors. I've not seen so many immaculate examples of each type in that way before.

A feature of this year's Silverstone was that the marque had been in existence for 90 years since 1924 and there was to be a '90 Year Timeline' with one of each of all the models that had ever been produced by the factory. At this point we were approached by David Wardell who asked if a TF could be made available for this 90 year Line Up as his car had developed a fuel pump problem on the way here and it would be a poor show if a TF could not be featured in it. For some reason the group who were gathered around all looked at me and before I could say 'who me?' I was backing RPO 621 into the line up – wishing I'd brought a bottle of polish after our cross country drive the day before.



Barrie Knight's TC in the line up

With the register car parking full and a need for a late lunch we headed off to see around the show, watch some racing and say hi to all on the T-register stand which looked great and deserved the best stand award in my slightly biased opinion.



Annie Matthews and her winning creation "A T Party 30's style"

The T Register stand 'all dolled up' with our illustrious President, Mr Michael Lugg, Joy Anderson and Alan Wakefield, not sure who is sleeping it off under the hat at the end!



Back at the tent in the evening we had a lovely photo opportunity when the MG hot air balloon ascended into the evening sky directly above the car.



On Sunday morning we once again assisted with the register parking although our line wasn't quite as straight as the day before which had nothing to do with spending too long at the after-hours party the night before (honest).

By 2pm under a blazing sun we headed away from Silverstone with Karen deciding a convertible might be a rather nice addition to the family.

Tom Ward

THE 2014 T REGISTER T PARTY

The Shuttleworth Vintage Aircraft Museum "Wings and Wheels Day"

Sunday July 27TH Old Warden Biggleswade Bedfordshire

Following the success of last year's return to Shuttleworth, the T Types were back again for their annual T Party and Summer Picnic.

And again as last year the sun shone gloriously, to some even a little too much and sun block and parasols were the order of the day.



There was some consolation however, some Speckled Hen Men, (who let the can of Fosters in?)

By noon there were approaching 50 T Types in the allocated parking area on the rails with a good uninterrupted view for the flying display to be held later on in the afternoon.

Over the yardarm now and much activity as picnic tables unfold, wicker baskets appear and lunchtime is officially witnessed to be in progress.

A long procession of antiquated vehicles were paraded before us each with a potted history from the commentator and the origin from whence the Collection obtained the vehicle. Of particular interest to us, was the TA of Richard Shuttleworth purchased by him just before his untimely death in 1940 in a flying accident and has been close to the family ever since.



Richard Shuttleworth's TA

.....and for some it is all just too much.

2 o'clock soon approaches and the staff and volunteers are to be seen scurrying around turning handles, kick starting and generally mobilising the 'wheels' section of today's display, the 'wings' part to follow on later.

Shortly after the scene is set for the air display this year consisting of transporters Anson and Spartan Executive, a Hawker trio of Nimrod, Hind and Demon, a barnstorming display of Chipmonk, Tiger Moth and Magister.

WW2 then featured Hurricane, Lysander and Gladiator and the remarkable spotter plane from Germany, the Fieseler Storch with its capability to virtually stay still and hover in flight.

With gliders, aerobatics air racers three hours quickly passes before it is soon 5 o'clock and time to think of home.

All the while the air show goes on, the talk and T Type banter goes on and word soon spreads of a particular car of interest, a late arrival on the back row, another black TA like Richard Shuttleworth's and it also has an association with the RAF.



Some years ago Warren Kennedy embarked upon a task to build a sporting MG for his grandson when he became of age to drive it and the idea was to create a special to compete in hill climbs and sprints.

After a while he came across a chassis and the inevitable box of bits that 2 previous owners had promised themselves they would rebuild and restore it to its former glory. This would be a long term project so no pressure and the work was planned to be carried out over a number of years.

After a while when much of the rudimentary works had been carried out, Warren had the presence of mind to check out the history of the car and applied to the MGCC T Register to see whether they had any records or information on file. In a matter of days the bombshell was received which read "Do you know that you have in your possession the car which was owned by Douglas Bader at the onset of the war."

Well obviously this changed everything, a car with such provenance should not end up as a special and plans were drawn up to completely restore this vehicle back to its condition at the time of 1940. Another car was sourced for the original idea of creating an MG Special and the work of restoring GPC 671 now began in earnest.

Now some 9 years on, we can now see the result of this extensive rebuild and restoration and today at Shuttleworth it is fitting that it is seen out for the first time at an MG event and in the presence of contemporary flying machines. The work was completed nearly a year ago but upon completion and applying for DVLA registration there was deep concern to be advised that the car was recorded as being written off many years ago.

After months of inspections and exhaustive tests by appointed DVLA specialists it was finally accepted that the structural elements of the chassis and components were sound and that no major surgery had taken place and a certificate of registration was issued.

Our thanks to Warren who is the Managing Director of Classic Restorations (Sales) Ltd at Hulcote near Milton Keynes for bringing the car along today and telling us of the remarkable story of another T Type going into the history books.





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David Wardell was actively involved again with his camcorder and took a video snapshot of all the proceedings and including an interview with the owner and restorer of the Douglas Bader TA which was on display for the first time on this day. If you would like to see these check out our website in the near future.

Once again another great day at Shuttleworth and our sincere thanks to all the staff and administration team at the Shuttleworth Collection for looking after us so well and maybe we will be invited back again next year.

FORTHCOMING EVENTS

The 2014 Autumn Tour to Lincolnshire

The final organised event scheduled for this year kicks off in about a month's time, all the preparations are in place and we hope for a continuation of the good weather prevailing at the moment.

The 2015 Autumn Tour

Already planned the Tour moves on to the 'Royal Cotswolds' for next year's event

And even further into the future.....

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.....

T Type Jottings

Further to the Douglas Bader car above another famed owner was of course the Duke of Edinburgh who bought TC1362 Registration HXD 99 in August 1947 and who delighted the then Princess Elizabeth by taking her for a spin in it, she is quoted as saying " Phillip enjoys driving and does it fast. He has his own tiny MG which he is very proud of, it is like sitting on the road and bus wheels are almost higher than one's head!"

Post war MG independent front suspension. Alec Issigonis joined Morris Motors in 1936 and was interested in suspension design and devised the American style coil spring and wishbone system. This was intended for the Morris 10 but management opted for a cheaper version of beam axle. It was then to be used for the Morris 12 and a new MG Saloon to be shown at the 1939 Motor Show which was subsequently cancelled due to the outbreak of war.

It did not appear again until 1947 when it was used on the Y Type and subsequently on the TD and the TF. Thus the TC was left with the then slightly outdated beam axle, half-elliptical leaf springs and Luvax hydraulic lever arm dampers. This did not deter the boys at the time, the car was known for its extremely hard suspension but The Autocar test report in 1947 (the same year the independent units were announced) laudably supported the cause by stating:

The merits and demerits of normal versus independent suspension can be argued, in the main to the latter's marked advantage; but there is no doubt of one fact in this connection, and that is that the normally sprung car, rather than hard sprung, as in this instance, does let the driver gauge within close limits at which speed he can corner '**safely fast**'!



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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