



'T'REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 16 OCTOBER 2014



THE TD OF JEFF & KATE MARSDEN

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

After, what I hope you agree, has been an excellent MG Summer, I enjoyed a closing hill climb meeting run by Truro and District Motor Club at Tregrehan. I was one of 6 cars in the "Historic Cars –pre 1974" class competing against, amongst others, a Porsche 914 and an Elva Courier. Not difficult to guess who won but never the less a great day was enjoyed by us all including my mates Brian Galbraith in his J2 and David Keefe in his Brooklands Riley.

I managed to improve on my best time on every run but one and we managed 7 climbs in the day. So, what's the point, well why don't we have more entries? You don't need to spend a fortune and a standard car with very few mods can be used with great fun had by all.

With this in mind our thoughts turn to the 2015 season and one of our first events, Rebuild 2015. This will be held on March 21st at our usual venue at Gaydon, and the programme should be available soon. One of the sessions will be "Using your T type", presented by Jeff Marsden, myself and, possibly, our Chairman Bill Silcock. Aimed at encouraging you to think about using your T type in competition and possibly longer range touring, we hope this will prove one of a number of enjoyable and interesting sessions.

We will, of course, be attending Stoneleigh before Rebuild and plans are well under way now for a great 2015 season. Our AGM follows Rebuild and we have a number of vacancies on our Committee. As we all get older it becomes increasingly difficult to encourage volunteers to take on the often very enjoyable organisational tasks and we particularly want to encourage at least one younger member of the Register to step up to the plate and consider nomination for the Committee. Do call me for a discussion if you have any interest in this and I look forward to hearing from you.

In conclusion I take this opportunity to wish you a good winter season and look forward to meeting you at our events in 2015.

*Cheers for now, Geoff,
and don' forget.....*



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EDITORIAL

October already and another year raced by but soon be the winter solstice in December and the nights start drawing out and time to think of the next years MG events. Having said that of course some events are already scheduled in the 2015 calendar, as Geoff has said above we already know the dates of Rebuild, Silverstone and the Autumn Tour.

This is the first TRN since the Lincolnshire Autumn Tour which seemed to take up an inordinate amount of our time this year but well worth it in the long run and Ann and I had a great time and the visit of the other Lanc was such a bonus.

Planning for next year's Autumn Tour to Gloucestershire is well under way, do book early to avoid disappointment, see the article later under Forthcoming Events for all the details.

What is so rewarding about the Autumn Tours is that each time we go we meet up with some more like minded individuals and that newcomers to T Types are arriving every year.

Pleased to say that after a couple of years of trauma with my T Type things have finally settled down and no more setting off on a run without some trepidation being expressed by the navigator and also at last we have finally sorted out my sons GT so hopefully only maintenance and servicing this winter, he says hopefully.

Last week was the final committee meeting this year, we are going through an inevitable period of change with long standing members retiring and now the quest is on to replace these characters who have given sterling service over the years. Of particular note is Roy Miller who for 16 years has maintained the Register's historic records and with dogged determination got to grips with the very difficult task of dealing with the DVLA

and obtaining registration documents for new owners and their T Types especially if they are being re imported into the UK. Our thanks to Roy and happy retirement, glad to hear that he has actually been reunited with his TF that he sold a few years ago.

I have heard of other stalwarts who have decided to relinquish a valuable post, Keith Hodder who with Stewart Penfound has been the mainstay for the MG T Type Specials both in racing terms and the displays at Silverstone in the paddock each year since the late nineties, a difficult act to follow.

With this October edition it brings us to the end of publications for this year. For those of you who choose to receive a hard copy of TRN in the post you will find a pro forma at the end of this issue. Just fill this in enclose the fee of £12 (same as this year) and post it off to Barry Knight or you can even order on line through the website.

We are considering for the future returning to the old style A5 size as a booklet but this will depend on logistics and printing costs so will keep you advised.

Until the next time, drive safely.

John W

The 'T' already to go to the Autumn Tour, the gear on the rack is only the admin. stuff!



COVER STORY

The cover story this time is all about TD VSY 597, resplendently pictured on the front, Jeff and Kate Marsden's much adored and cared for every day road car to be seen at most if not all of the T Register events during the year. But as many of you may know Jeff has another passion, T Register racing and he and his TC race car are one of regulars to be seen at every T racing event together with various other invitation venues both here and abroad.... a great big thank you to them for keeping the T Type racing spirit alive.

VSY 597

As far as we know way back in 1985 it was owned by Donald Mathison of New Port, Richey in Florida but was bought in 1990 by Jean Wright from Stockport for £5,000 who imported it back to the UK incurring import and customs charges totaling £521.60.

It was first registered in the UK on 09/12/1996, we do not know why it had taken such a long time since importation but from that date it had two more owners.

We eventually bought the car from Irene Cyprus of Ashton-under-Lyne in May 2004 via ebay and yes we did go and have a look at it before bidding!!

Naturally the mechanicals needed some work when we acquired it and it would not run for more than 20 minutes taking anything from 2 hours to 2 days before it would start again.

Finally the fault was traced to a bent distributor shaft and a new distributor immediately solved the problem. It was re-trimmed in red leather (apart from the dash which was kept black. It had had some horrible white vinyl seat covers in the States in 1963 over what we assumed was the original green trim according to the felt tip inscription on the underlying trim.

Since then practically all of the mechanicals have been replaced at some time or other such as a 5 speed gearbox, a 4.3 differential and latterly the block changed for a 1466cc unit with a big valve Laystall head and 1.5in SU's with ram stacks. Also a spin-on oil filter conversion and indicators have been fitted together with twin bulb front lights and a buzzer and of course Halogen headlamps.

The shock absorbers have MGB valves and an MGA anti-roll bar fitted, the tyres are radials and run at 30 -34 psi according to the load/speed. We have now fixed a trunnion type luggage rack so that when touring on the continent a good view of what is behind can be had.

We do not have any fears of long runs (350+ miles per day) as it is now reliable(touch wood) and the only recent problem has been a condenser failure in Spain, after which it sported a Renault 5 condenser for a number of months.

Having toured Belgium, France, and Spain in it we now plan to do Portugal in 2015. We have had so much enjoyment planning adventures and excursions with a good map, (Kate's nickname is "Satnav") meeting people and making new friends.

This winter will see some more modifications: electronic ignition, an under tray behind the seats below the parcel shelf, modifying the side screen box according to Jonathan Goddard, getting the clock working again and overhauling the oil pump/gauge. We may also possibly fit an alternator and seat belts as it now cruises easily at 70mph and might even replace the front brake linings with race materialas an added precaution.

Jeff & Kate Marsden

October 2014

RECENT EVENTS

The 2014 T Register Autumn Tour

The Lincolnshire Wolds and Bomber Country

September 5th to 8th

With autumn approaching the T types were dragged out from whence they have been languishing, given a quick clean, oiled and then driven to the allotted location of the Register's Autumn Weekend.

This year the Register migrated to Woodhall Spa (Lincolnshire); a town that would be equally at home in Surrey, Virginia or Pennsylvania with its wide wood lined streets and substantial houses set back on spacious plots. If this incongruity is not enough then consider the town's history. In 1826 a Mr. Parkinson built a coal mine but the essential element was missing, coal. The abandoned mine filled up with water and the local squire discovered that this was good for gout and rheumatism (is this why we went there?) and so the spa was created. Sadly the spa is no longer but the building remains, another medical myth exposed

On the evening of our arrival (Friday) many were on the terrace of the hotel (originally the home of Mrs. Maple – of furniture fame) when the peace was broken by 12 barking cylinders. Over the trees (but only just) a Hurricane appeared and proceeded in a mild way to beat up the hotel and left waving its wings apparently not just for us but for the crew of a certain Canadian Lancaster who were staying at the hotel.

Saturday dawned grey with low cloud and we departed eastwards to a chicken farm, not because they were aficionados of modern chicken production but because in a shed languished a Lancaster bomber. Usually it is taxied up and down the runway but one

engine was overheating (a problem not unknown to many of us)

Alongside the Lancaster was a unique T type MG..



Originally a TF judging by the date but does anyone know anything of the origin of this styling?

After coffee we departed northwards past the home of Tennyson to Louth where we lunched. A compact farming community where in the 18th century the Vicar was hung drawn and quartered for his part in the Lincolnshire uprising. From here we went south west passing the gates of Cadwell Park racing circuit through to Horncastle and then onto Tattershall Castle built by Cromwell, the Treasurer of England in the 15th century. From the top of the keep the runway at RAF Coningsby is clearly visible close by.

Then back to the hotel, a quick wash and brush up and time for the Gala dinner where speeches were uttered, odes recited and awards made.



Mr Lugg delivers his annual ode

Sunday broke bright and clear and everyone was up early and assembled in the gardens, rumours had been circulated of a certain happening. They were duly rewarded for at about 9.00am they heard the unmistakable growls of 8 Merlin engines and over the trees (just over the trees) lumbered two Lancaster bombers; one being the RAF's together with the only other flying version, the Canadian plane on a visit to the UK.

They flew over the hotel and then wheeled and repeated this performance before heading northwards.



Then we too headed northwards past fine houses, fine farms and through villages to Brigg and turning south on the A15 (Ermine Street) to Gainsborough which lies below the escarpment alongside the Trent. Lunch was taken after a tour of the Old Hall -- a grand medieval manor house built in 1460 by the Burgh family as a demonstration of their wealth, importance and influence, famous visitors were to include Richard III, Henry VIII, John Wesley and the Pilgrim Fathers.

From here we went south, some to Lincoln, others sticking to the route but a few canny individuals (Yorkshire men?) drove straight on to Tattershall Castle from whence atop the tower they viewed the Lancasters landing at Coningsby. Others saw and heard these sinister shapes in very close formation on their way back to the hotel. Later some were able to engage with the crew of the Canadian plane back at the hotel bar, which was once the officers mess of the 617 Dambusters Squadron

Monday dawned fine and after the now traditional breakfast we were directed to RAF Coningsby past an English Electric Lightning parked in a field and onto the Battle of Britain Memorial Flight HQ where we were able to get up close to the two Lancasters and a myriad of Hurricanes and Spitfires and a Dakota.

From here we dispersed homewards; happy and delighted with our weekend which was so ably organised by John Ward with inestimable help from his wife Ann.

Bob Marshall

September 2014

Editors contribution

Many pictures were received on my desk many thanks to everyone, go onto the MGCC T Register Facebook page to see others.



We even had our own pipe band!

Well actually on the Saturday morning we were advised that we would have to be out of the hotel before 10am. We discovered that it was the 70th Anniversary of the ill fated Arnhem landing and there was to be a parade of veterans and friends and relations who had arrived from all parts of the country. The expedition and the troop carriers had all taken off from airfields in the Lincolnshire vicinity in 1944 and so it was fitting that the Cenotaph in Woodhall Spa was the chosen place.



The inevitable running repairs taking place in the hotel car park, but look..... such is the dedication to the task in hand.....

.....they did not even notice Miss Jones



John & Claudette Bloomfield getting some sage advice (hopefully) as to the way to the parking lot at Louth



THE 2014 T REGISTER AWARDS



Secretary Sally Silcock presents the Montague Burton Trophy for T Type exploits in the year to Jeff Marsden



Jonathan Harmer looking very pleased to have been awarded the Malcolm Hogg Trophy for racing and competition in a 'T' which was presented to him by MGCC Chairman Bill Silcock at the T Register committee meeting at Kimber House in October.



And joint winners of the Secretary's Prize worthily awarded to Barry & Glenys Knight

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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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One of the fleet at the Battle of Britain Memorial Flight HQ at RAF Coningsby

2014 WATKINS GLEN VINTAGE GRAND PRIX

You will have seen an extensive report in October's Safety Fast by Brian Woodhams on the Vintage Grand Prix held every 10 years as a special event to honour the memory of Sam and Miles Collier who pioneered the first racing there in 1948 mainly in T Types. In 1954 a memorial trophy was named after them, Sam died in an accident there in 1950 and Miles died of polio in 1954.

So 2014 was the 60th anniversary and MG was the focus marque. Piers Hubbard and wife took time out to attend the event and in his own words it was well worth the money!

He took a large number of photographs as you can imagine and shares a few of these with us.

The first shows the winner's circle of Ford Manley, Kurt Bynes and Ed Cronin. Secondly, Ford Manley being interviewed with The "T" Cup for the first production T-series car to cross the finishing line sitting proudly on the bonnet of his TD. and then the TD of Rachael Prehodka-Spindel and Cisitalia a special if ever there was one.

Best wishes,
Piers



FORTHCOMING EVENTS 2015

STONELEIGH INTERNATIONAL MG SHOW

This is the regular first event of the T Register calendar which is provisionally billed as **Sunday March 1st next year**. The T Register will of course be there with lots of spare parts to be brought, bought and sold together with regalia on our own stand manned by members. Buy your tickets in advance and save a pound or two but more importantly you will not have to queue to get in.

THE T REGISTER REBUILD SEMINARS

A date already set for next year is the **T Register Rebuild Seminars** once again to be held at **The Heritage Motor Centre at Gaydon in Warwickshire (Junction 12 on the M40) on Saturday March 21st 2015**. Application forms will be available shortly and it is hoped to publish the programme of topics and speakers by the end of November. The T Register AGM will be held immediately thereafter so a double reason to be there and if this event is as good as last year, definitely not one to be missed.

THE 2015 T REGISTER AUTUMN TOUR on 11TH TO 14TH SEPTEMBER to the SOUTH COTSWOLDS

Quickly following on from the highly successful Autumn Tour of Lincolnshire, we now have an early notification for next year and as this annual event is proving ever popular suggest you do not tarry and get your booking in early.

The 2015 Autumn Tour will be based near Wotton under Edge in Gloucestershire half way between Gloucester and Bristol. The dates are Friday afternoon **September 11th to Monday morning September 14th 2015** and will be at the Tortworth Court Four Pillars

Hotel, a magnificent Cotswolds grade 2 listed Victorian mansion offering all the grandeur of an elegant house with character alongside the modern facilities of a four star hotel. Set in its own private grounds of 30 acres including a lake and an arboretum of over 300 rare and protected trees, the hotel complex also boasts a luxury spa and leisure club with work out and gym facilities, you can check all this out and more on their website

www.four-pillars.co.uk/tortworth

Contact Gill & Edwin Haywood on 01452 740393 or gillhaywood50@hotmail.com for more details and to register your interest or you can now make your booking direct with the hotel on 01454 236000 quoting "MG T Register Weekend". There are 40 rooms reserved which will be allocated on a first come first served basis, the hotel will request a deposit at this time. The total price being £411 for a double room and £335 for a single for the 3 nights inclusive of room with breakfast each morning and the Gala Dinner on the Saturday night, the dinners on Friday and Sunday evening will be at the choice of individuals. The price is inclusive of the use of Peels, the luxury hotel spa and leisure facilities where you could even take on a workout.

Other treats that could be in store, dependent on interest, are a guided tour of Highgrove the country home and estate of HRH and subject to weather conditions, the chance to take to the air without an engine!





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COMPETITION NEWS

The good news is that we are still on track! This year 2014 by combining with the Triple Ms at Silverstone and Iconic races at Silverstone and Donnington gave the Ts and the Specials three good races which were enjoyed by drivers and spectators.

It would be nice to do more but three good grids is better than four or five poor grids. Quite apart from our numbers difficulties there are too many fishing in the same pond – Bentley Drivers for example conflicting with Donnington.

The Snetterton team relay event went well with 3 Ts , a MGB and a Mini coming fifth out of twenty six.

We have a reasonable base to move forward with the key being the Iconic approach and we have had some wonderful cars out – Astons and Alfas etc. However with ageing racers and fewer new entrants we are really hanging

on. In addition to circuits the hill climbers too keep the flag flying. On a personal note I took the TF to the grand sounding Grand Prix de Bressuire in la belle France. A thrash round the town – not a race of course as reported in the car press but as usual very French and great fun and it was a good start to the family holiday. Six races, two lunches for 76 euros – can't be bad - organisers take note!

Finally on the PR front we had the 'Love of Cars' series on Channel 4. I organized Keith Beningfield on the hill climbs, Charles Harmer being interviewed at Silverstone and some good circuit footage with on board cameras. Hopefully the programme has done some good for Ts on track and the road.

In the coming year there will be a presence at Mallory Park, Donnington and of course Silverstone and there will be the usual activity at the Snetterton relay race.

There is of course always a lot happening in the Luffield Championship, contact Martin Price if you fancy a go at being a little more competitive in your T type, the rules and regulations are not as taxing or expensive as racing and all who participate say it is tremendous fun. You can even double up with someone and use the same car for runs.

Jonathan Harmer
T Register Competition Secretary

A Technical Tip gleaned from 'mgTalk' the Southeastern MG T Register Chapter of New England by Jim Pesta

What if you are out and about and the car stops for no apparent reason such as running out of fuel or the pump has stopped and there seems to be no other tangible cause but for some reason the tachometer has stopped reading. What on earth (pun intended) can the tachometer reading have in connection with the car stopping?

The silver tach drive box is attached to the rear of the dynamo with a large brass fitting held by a small clamp that is tightened with a slotted screw.

Often the drive cable has a metal outer casing although plastic covered ones are available. If the connections at the front of the gearbox become loose the gearbox and the cable can rotate and in the immediate vicinity sits the distributor and the wire from the coil usually a negative feed from the battery. This can then bring the gearbox or the cable in contact with the distributor lead causing a dead short, no circuit, no points, no spark, so no go,

Look for this next time you grind to a sudden stop, insulating the offending parts will get you started again until a more permanent cure is enacted.

CHANGING TIMES

How things have changed, picking up on Jonathan Harmer's notes about reduced grids and the difficulty of persuading T Types to the race tracks I was looking back at the first copy of Safety Fast that I received as a member in April 1976.

Glynn Giusti was the comps secretary and notices were given of the T Register Championship for that year.

Round 1	April 17 th	Rufforth
Round 2	April 19 th	Mallory Park
Round 3	May 29 th	Silverstone
Round 4	June 6 th	Snetterton
Round 5	June 13 th	Croft
Round 6	July 4 th	Snetterton
Round 7	July 11 th	Cadwell
Round 8	July 17 th	Loton Park
Round 9	Aug 1 st	Brands Hatch
Round 10	Aug 15 th	Curborough
Round 11	Aug 30 th	Croft
Round 12	Sept 11 th	Brighton
Round 13	Sept 19 th	Wiscombe
Round 14	Sept 25 th	Aintree
Round 15	Sept 26 th	Harwood
Round 16	Oct 13 th	Croft
Round 17	Oct 30 th	Silverstone
Round 18	Dec 5 th	Brands Hatch

!8 rounds held all over England and no doubt all the racing cars were driven there and back on the roads (if not bent) the fuel and time alone must have been a tremendous burden but that was then.....

Also in the same issue for Silverstone that year, the Rugby Albany Inn at Crick were offering special rates for club members of £6.25 per room per night for double or twin rooms including full English breakfast and VAT

I guess that is why racers could afford to race, everything is relative I guess.....



Look how well the new T Register badge sits, have you got yours yet?

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Regalia Manager

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DVLA Registrations

Robin Haseldine

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Graham Brown

Alan Wakefield

In addition here is the current list of those seconded members who are always ready to assist.

Stewart Penfound ⇨ TA, TB, TC and Specials Registrar.

Brian Rainbow ⇨ TA Tickford and TA Technical Adviser

Eric Worpe ⇨ TB, TC Technical Adviser

Roger Furneaux ⇨ TA, TB, TC Technical Adviser

Peter L Cole ⇨ TD Registrar

Barrie Jones ⇨ TF Registrar and TD, TF Technical Adviser

Roy Miller ⇨ Historian

Chris Sundt ⇨ Webmaster and IT Manager

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

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