



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 17 JANUARY 2015



BOB MARSHALL'S STABLE COMPLETE WITH T TYPES

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

I hope you have all enjoyed a pleasant time over Christmas and New Year and are now well set up for the start of another T type year. I was planning to be at Stoneleigh for our season opener but sadly the snow in France proved irresistible (assuming there is any by the time I get there).

So my first official public engagement this year will be at our Rebuild Seminar where I hope to see many of you in attendance. Time is pressing so make sure you get your application for tickets in to Glenys Knight as soon as possible.

I am hoping to finish my brake refurbishment for the start of the hill climb season and then should be able to slow down in a predictable fashion, something that has eluded the "Black Pig" since I acquired it in 2005 (That's nearly 10 years, can it be that long ago! Where's that gone.) I trust you will find Jeff Marsden's and my contribution to Rebuild in March to be of interest and you may be tempted to use your car in competition this year.

I do look forward to hearing from some younger volunteers (under 60 for preference but the younger the better) to get involved in our committee activities before our AGM; so far my phone has remained robustly silent on that issue! I am sure there must be some younger members out there who would enjoy getting involved, so do get in touch soon.

Finally , my good wishes for an enjoyable Spring and let's make the best use of those cars in 2015, hope to see you at some of our events in the year.

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



TRN JANUARY 2015

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EDITORIAL

The first edition of the New Year 2015, welcome and best wishes for a happy and rewarding T Type year.

Incredible to believe but it is now 5 years since I was suddenly thrust into this position of being your editor and scribe. All I said I would do was to assist the then editor and write the 'Safety Fast' notes, but within days, mayhem and there I was, not only doing the SF notes but I had inherited the daunting task of producing a 20 page magazine which was on sale to the populous. Perhaps it is now time that I pulled the same stroke so beware, if I join your table at an MG function and ply you with drinks; this job is up for grabs!

Yet another milestone this year. In April 2015 it will be 60 years since the last T Type came off the production line at Abingdon thus heralding the end of an era.

What is that saying – "Never say never".

Last time I was pleased to report that after a couple of years of trauma with my TF, things had finally settled down and I could enjoy a few trouble free miles but of course I should have known better.

Whilst on the Autumn tour last year, the car suddenly developed an ominous front end clanking sound. Stopping and at tickover nothing could be seen to be wrong but under load once more there it was again, something obviously externally in connection with the fan or the pulley and the water pump. You may well remember that this was a cause of most of my troubles previously and ending up with having to rethread a bolt hole in the block to the water pump and the engine stabilizer.

A few miles later and a very loud clank. Stopped and again nothing to be seen, we still had a fanbelt and a fan and even four blades on it. However looking back down the road there was a piece of metal which looked like it

may have once been part of a T Type. Upon retrieval it turned out to be the metal overflow pipe from the filler cap on the top of the radiator which drops down the rear of the radiator to discharge onto the road or it did do.

Further inspection of the forlorn piece in the road showed a nice clean cut where it had been ruthlessly severed from the radiator, clearly obvious that it had been done by the sharpened edges of the fan blades.

The car ran well so the first priority as always is to get it home and in the garage. There, further investigation reveals that the whole of the fan and the pulley assembly has considerable lateral movement on the spindle and the water pump. Some now say that perchance I had the fan belt too tight which had caused the bearing to fail but whatever, off comes the radiator again, more skinned knuckles fighting those hoses again!

Lots of enquiries from new T Type owners, our cars are still changing hands and many are still coming home from abroad. Roy Miller is continuing to act as the Historian until about April when the role will be formerly handed over to Clive Manser, now running the TF owned by his father for many years after sadly having to part with his own TC to make room.

Only a month to go before the start of the season at Stoneleigh and then at the end of the month it will be Rebuild. There is the usual programme of events lined up for this year but if any of you wish to suggest other venues or trips do not hesitate to contact anyone on the committee to expand on it, so where would you like to go and visit?

Peter Cole (TD Registrar) and Gillian Smith are researching a spring trip to Normandy, if you fancy this their number is 01420 85434, maybe the T Register should resurrect a foray over the Channel, anyone fancy organizing this, I am sure it would prove very popular.

John W

COVER STORY

In September 1962 my Father kindly paid for the TF SKR 647 which we bought from a chap in Sidcup who had purchased it from Gatwards Ltd. In '58 they had traded a Singer Gazelle for the MG which had been purchased new in April 1954 by the Kent Police. At one time the Kent Police ran 4 TFs. SKR 647 was based at Ashford where they found it to be excellent in snow. (See MG's on Patrol). The winter of 62/63 found me in Derbyshire where it performed extremely well in the snow.

In 1965 I got a company car so the TF went into storage and after our wedding we dragged it out and rebuilt it but not very well. The body shop did a botched job and in 1967 a tree jumped out in front of the car resulting in one side being a foot shorter than the other.

Meanwhile a friend of ours had meticulously rebuilt his TD (JVB 721) but whilst driving in France was hit by another car. So I bought it from him for £80 with a view to build one car from two. However on further inspection it turned out that the TD only needed a new wing, one headlight and a radiator shell which in those days were readily found at the backs of various garages around Kent and Surrey. One even had brand new panels for a TF and these are now on the TF. So the TD was quickly put back on the road.

New jobs, children and moves delayed the rebuild of the TF although by 1974 it was reduced to a rolling chassis. Meanwhile we regularly used the TD to go sailing, shopping and visiting friends with the children sitting on the side screen box.

For reasons that need not concern us I gave the cars to my daughters when they were but 2 and 3 years old as future 21st presents. When the eldest daughter got to her twenties she wanted her car although she had been using the TD in MG Car Club events which led

to her being, I believe the first female director of the club.

So in the 1990s the TF was rebuilt with a new tub and thereafter became alongside the TD, became the daily transport. The engine was as it was but we have had two engine rebuilds since then lining it back due to bore wear (it was out to about 1300cc) and the fitting of a large circle cam and a high ratio rear end. It always went well, the police had breathed on it but it goes better now. We frequently took it to France (and Italy) doing upwards of 2500 miles in 15 days. What fun; cruising between Cahors and Limoges at 65 plus; pushing it hard up mountain roads with many sharp bends and overtaking German driven 700 BMWs. Oh what joy!

Meanwhile the TD was getting tattier and tattier, not helped by trialling where it was not unusual to hit walls or stones on steep and muddy hills. So what – we were having fun. This trialling showed that my wife was better at it than I. (I got stuck in Alham Splash where she drove straight through).



A familiar site is it not?

So in 2011 began the TD rebuild which is still not totally finished. I put this delay down to remodelling the house and the necessity of letting grandchildren (10 & 11) drive the cars around the garden. Oh for a good sized paddock where like their mothers they could open the throttle and get going. (Both daughters did their early driving in the TD in our paddock which sadly is no more).

Neither car gets the use that they deserve; the TF goes to France once or twice a year but the TD has not been very far recently although our youngest daughter would like it at home which to her is Holland. This lack of use is because we have other cars for the day to day travel mode and parking old open cars in towns can be sometimes a little fraught.

They are always driven with alacrity to keep them in trim. I suggest cars are like race horses; they need regular exercise and need pushing. Pottering around does them no good but a good 50/100 mile blast at over 60mph is just the job.

This year the TF will go to France and Holland and hopefully the TD will find its voice around the Hampshire lanes.

Both cars, particularly the TF are family members and woe betide me if I attempted to sell them. As inferred above the next generation are already interested and I have overheard plans of what they hope to do with the cars when they are 17!

Bob Marshall

January 2015



BROWN & GAMMONS

Investing in keeping MGs on the road

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!

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FORTHCOMING EVENTS 2015

STONELEIGH INTERNATIONAL MG SHOW

First on the 2015 agenda is the **MG (&Triumph) International Show & Spares Day at the National Agricultural Centre Stoneleigh Warwickshire CV8 2LG Sunday 1st March 2015.**

The T Register will of course be present, this year with a bigger stand and display area and once again your chance to buy regalia items, talk technical and an opportunity to buy and/or sell those much sought after T Type spares. If you wish to sell, make sure the items are clearly marked or labelled with your name and contact details together with price required. Look out for the T Register banners, any specific enquiries contact Peter Cole on 01243 267234.

Do not forget book your tickets on line at www.mgandtriumphsparesday.co.uk

which will save you money and more importantly, queuing on the morning in the cold

THE T REGISTER REBUILD SEMINARS

Next comes the very successful **T Register Rebuild Seminars** on **Saturday 21st March** at the now regular venue of the Heritage Motor Centre, Gaydon, Warwicks CV35 0BJ.

If you have not been to the Heritage Centre before this is a great opportunity to peer into the past and see the fantastic array of vehicles, memorabilia and motoring history. Bring the family along and let them visit the museum and the displays whilst you indulge in T Type learning. All the details as to costs, booking and payment are at the end of this edition, so get booking today!

Now in its 35th year, seems incredible that it has been in the T Register calendar of events since 1980.

The line up of speakers and presenters is now complete and will feature topics as interesting and varied as

- > **“Getting Started in Competition in your T Type”**
- > **“An in depth study of your distributor, condensers and capacitors”**
- > **“Current trends and legislation in insuring your classics”**
- > **“Renovation and restoring the TA, TB & TC rear axle”**
- > **“Tyres for classic and vintage vehicles”**
- > **“Suspension components for TD & TF”**,
- > **“Early Gearboxes, TA TB and TC”**

The full programme is printed below and will also be posted on the website www.tregister.org and in the March edition of Safety Fast in T Register Notes.

BOOKING FORM

See **January Safety Fast** or the **T Register website** at tregister.org to book on line

The Rebuild programme will close at approximately 4.30pm to be followed shortly thereafter by the **2015 MGCC T Register Annual General Meeting**, your chance to hear reports from the various officers on the committee and take in the various proposals tabled to maintain and promote the continued well being of the Register. Most importantly be given the opportunity to join the committee and keep up the good work for the coming years. Contact Sally Silcock or Geoff Matthews and get those nomination forms in quickly, their numbers are on the T Register website at www.tregister.org or ring me at the above.

MG Car Club - T-REGISTER : 35th Annual "T-REBUILD" - Sat. 21st March 2015

Heritage Motor Centre, Banbury Road, GAYDON, Warwick. CV 35 0BJ

MGCC T-Register – "IN OUR 52nd YEAR" - (1963 – 2015)

Time	SEMINAR PROGRAMME & TIMETABLE
08.15 – 09.50	Delegate Registration, and Morning Refreshments (from 9.00) – Reception Area
09.50 – 10.00	Welcome /Introduction/ "Housekeeping" – Geoff Matthews – Lecture Room 3

Time	Stream - A	Room	Time	Stream - B	Room	Room
10.00 – 11.15	A1 Eric Worpe & Peter Cole: Distributor capacitor upgrade & SU fuel pump upgrade	Lecture Rm. 1	10.00 – 11.15	B1 Roger Furneaux: TA/W/C back axle	Lecture Rm. 2	Lecture Rm. 3
11.15 – 11.45	Tea/Coffee/Biscuits	Reception Area	11.15 – 11.45	Tea/Coffee/Biscuits	Reception Area	BRING & BUY PARTS MART and REGALIA SALES
11.45 – 12.45	A2 Ron Drake: TD/T7 suspension & disc brake upgrade	Lecture Rm. 1	11.45 – 12.45	B2 Chris Marcham (Vintage Tyres): History of tyre development and appropriate tyres for T-Types	Lecture Rm. 2	
12.45 – 13.45	LUNCH – Café & Balcony Area		12.45 – 13.45	LUNCH – Café & Balcony Area		
13.45 – 14.45	A3 Peter Best: Insurance considerations for your T-Type	Lecture Rm. 1	13.45 – 14.45	B3 Geoff Matthews & Jeff Marsden: Trailing & hill climbs for T-Types	Lecture Rm. 2	
14.45 – 15.15	Tea/Coffee/Biscuits	Reception Area	14.45 – 15.15	Tea/Coffee/Biscuits	Reception Area	
15.15 – 16.15	A4 Gerry Brown: T-Type gearboxes	Lecture Rm. 1	15.15 – 16.15	B4 Forum – general question and answers with panel	Lecture Rm. 2	
16.30 – 17.15	T-REGISTER AGM	Lecture Rm. 1				

MG LIVE SILVERSTONE 2015

This year early confirmation that MGLive will be **20th-21st June 2015**, plenty of time to ensure your presence at the MG Event of the Year.

It will be 60 years in April since the end of the T Type production era and the T Register stand at Silverstone will be addressing this milestone and celebrating the end of era in motoring history. As always designated parking for T Types, a natter with drinks and nibbles on the late afternoon on Saturday and iconic racing on Saturday and Sunday, what more do you need?.

THE T REGISTER T PARTY

Once more we head off to Biggleswade and the Shuttleworth Vintage Aero Museum at Old Warden, a week later this year on **Sunday 1st August 2015**.

Of course the weather will be just the same as the last two years, blue skies, scudding white clouds, perfect for a picnic.

As in previous years there will be a generous concession for owners and drivers of T Types and one passenger can benefit too. Graham Brown has all the details on 01234 358729 or see the next issue of TRN or Safety Fast when full instructions as to booking will be posted.

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

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

At this moment there are just a few places left at the hotel, contact Gill & Edwin Haywood on 01452740393 or gillhaywood50@hotmail.com (they are away for two weeks in early February but leave your message and they will get back to you) or you can make your booking direct with the hotel on 01454 263000 quoting "MG Register Weekend", the hotel will request a deposit at this time of £50. The total price now being £388 for a double room for the 3 nights with breakfast each morning and the Gala Dinner on the Saturday night. Dinner on the Friday and Sunday evening will be at the choice of individuals and not included in the above tariff but it is inclusive of the use of Peels, the hotel spa and leisure facilities.

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

ARCHIVES & OLD DOCUMENTS

I recently acquired a box of old MG documents left languishing in the garage for years. I mentioned it before but all historical stuff, particularly about T Register activities are eagerly sought in order to one day have a complete record of all such matters and maybe to be 'one day' housed in the archives section at Kimber House for posterity.

One of these documents was a quarterly, "**The t type Newsletter**" **Issue No. 9 dated September/December 1976.**

Nothing changes as it is noted, in 40 years.

I quote from the Editor at that time;-

"Please don't forget that without your articles there will not be any Newsletters, and in view of the cry that more communication is needed in the Register, it is essential that we keep this going. Virtually anything accepted, poems MGT flavoured of course, humour, crosswords etc etc. There is a limit to the amount of reprints we can fill the pages with"

So you will have detected that this is also a plea and note that we have a limited edition of TRN this time, well in content anyway. It is always difficult to fill these pages at this time of year there being a general lack of activities out there.

During the winter months many of you I am sure are working on your cars or preparing them generally for the year ahead so tell us about it and take some pictures on that i-pad or whatever.



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AN UNBELIEVABLE COINCIDENCE

Graham Hawley

Sun 9th March 2014, I was watching Country File. The weather for the week came up and I was assured it was going to be dry and cold for the week. I thought that will do me fine. It's time the old MG had some work to do. I phoned my pal Fred and asked if he fancied having some colour put in his cheeks on Wednesday. The answer was affirmative. I contacted the Page brothers, Austin Seven enthusiasts from the Vale of Belvoir and asked if they fancied meeting up at the Royal Oak at Car Colston for a bite and a pint and sort the World out. Two more affirmatives.-game on!

We left home about 11o'clock, went through Charnwood Forest to dodge the Loughborough ring road and on to Barrow upon Soar, Six Hills and then tootled along the B676 easterly. It was cold alright, but they never mentioned the fog!

So lights on and the wipers. Ooops! I only got an inch of sweep from them, and of course there was the juggernaut about six inches from my spare wheel. Fred was moving the wipers manually. Fortunately there was a left turn to Long Clawson, which I promptly took and within a few yards pulled in to a farm gate entrance. This was my first snag in five years since I last put her back on the road but on opening my tool wrap, I found my ¼ Whit ring spanner I thought someone must have borrowed. Wiper drive nut tightened and

checked all found satisfactory. The fog lifted minutes later. No complaints about that.

We proceeded through the villages. Hose, Harby, Plungar then soon after Granby, I said to Fred, "I don't like way this p---- in the Golf behind us is driving". We came to a straight stretch of the narrow road and he zoomed by. Then I thought he started indicating for a right turn into a gate ahead, but quickly realised he had put his hazard lights on and he was now slowing down on the crest of the road and forcing me to stop. I said to my pal "There is going to be a rumble here" as all indications were O.K. and there had been no abnormal noises.

The Golf driver jumped out of his car immediately and came running towards us shouting "It's alright mate there's nothing wrong with your car, but I got married in that car" I replied "Well I got married in this car" He went on to say, miles back he was driving in the opposite direction to us and thought it was an MG TA approaching him or maybe even a TC, but on reading the registration, he couldn't believe it, did an emergency stop, quick ten point turn and had been doing 80mph to catch us up.

His name turned out to be Peter. He got married in it 1964 and I got married in it in 1968 there were two more owners between us. We both still have the same spouses! Is that one for the Guinness Book of Records?

We had the best yak ever on the side of the road, with things like-

"I paid £100 for it"

"Well I paid £190 for it"

"I went to Shrewsbury for my honeymoon in it"

"Well I went to Devon for mine"

He used to be a teacher and took two of his colleagues to school in it. He required a car with more passenger space and only sold it because his dad wouldn't let him keep it in his garage. A very sore point to this day.

He said I see you still have the rear number plate, I used to be a metalwork teacher and spent ages carving those numbers and riveting them to the plate. This plate has always fascinated me and knew it was bespoke and there must be a story behind it. The pupils used to run to him saying Sir!

Move your car quick the dustbin men are coming! He went on "I used to keep a bamboo cane here above the fuel tank"

"Well I've made a dipstick graduated in 2 gallons similar to the Hastings aircraft I used to refuel"

"The radiator grille used to be chequered"

The car was red in his days, seagull white when I bought it, now red again. My wife once said it was obviously white originally because it had green seats. (I couldn't think like that)

I asked Peter if he had any photos of the car in his days. He replied no but I do have an old cine film of the wedding. Before bed time that night he had emailed me one frame from the film of the car complete with the chequered grille. He told me the old car had spent some of her life in Canada and he had bought it from an R.A.F. squadron leader who had served there. This solved another of my queries, because when I renewed all the wood on the car, the cross members on the scuttle had saw cuts through them as though someone had started to make it left hand drive and changed their mind.

I said to Peter "Why don't you follow us and come for a pint with us instead of standing here, waiting to get run over, we're only going another six miles"

"I'd love to but I'm too busy" (said he was on dog walking duties.) a slight pause then,

"Blast it I'm coming!"

He wasn't too bad at driving in convoy. We duly arrived at the pub car park at Car Colston and it was bonnet open again and more trips down memory lane. Fred took a few a photos with his mobile and then we then marched into the pub, Peter thrust the doors open and announced "I'm buying the beers!" Well I'm not one to argue even the waiting Page brothers laughed their heads off. Peter's last words on leaving - "I'll get some mileage out of this in my pub to-night.

Graham Hawley

October 2014



Present and previous owner



Graham giving Peter an XPAG refresher course.



And of course under the bonnet

The Editors similar experience

Way back in 2000, in September we were on our way to the Autumn Tour on the Isle of Wight. Having elected to go across from Lymington to Yarmouth the route was down the A3 then cutting across to the New Forest down to Beaulieu and on to Lymington to catch the ferry.

The weather was foul, lashing with rain, spray from trucks, and with the usual condensation inside I failed to notice a deterioration in oil pressure.

Off the trunk roads and heading towards Beaulieu and suddenly lumpy running and metallic noises, shock horror no oil pressure at all, pulled up quickly on the side of the road. The engine did not go bang but it was obvious that it would not turn and start up again for a long long time! On the phone and await the lift home, fortunately the rain had stopped.

As I said we were approaching Beaulieu and it was the weekend of the Beaulieu Auto Jumble, so overtaken by all sorts of classic gems. Shortly a very well turned out Jaguar Mark 11 roared by only to screech to a halt and the passenger leapt out and ran towards us. Oh good I thought someone to lend a hand or offer assistance. "That's my car, that's my car" he hollered.

Turns out that he owned the car in the late fifties and again as many were in those days, it was the courting car which led to his first marriage only to be the first thing to go when the honeymoon was over.

Saw him again later at Silverstone and he sent me the bill of sale from University Motors on 3rd July 1962 for the princely sum of £375 when it had the original engine TF 36052.

I eventually bought the car in 1968 for the sum of £380, so not much investment potential then!

The Cochrane Special

In the January edition of T Register Notes in 'Safety Fast' reference was made to an MG Special seen in a hangar last year in Lincolnshire which is home to the Lancaster bomber "Just Jane"



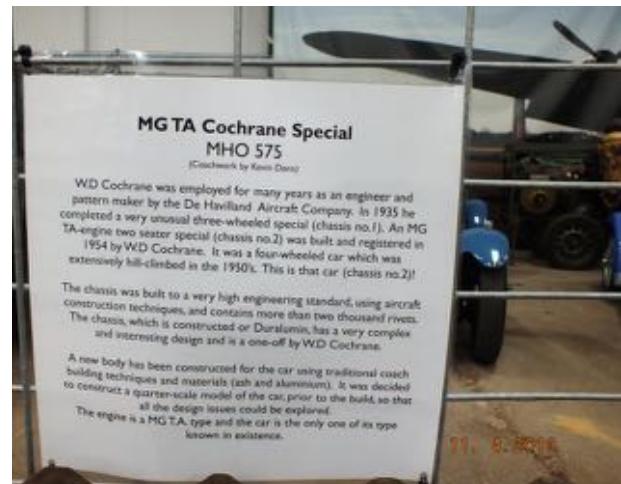
Our T Type
Specials
registrar
Stewart
Penfound
knows the car

and tells us more.

"The car gathering dust at East Kirby is the Cochrane MG TA owned by Kevin Davis or it was in 2002 when it was seen in the MG Silverstone T Register Specials Display.

In those days Kevin hardly drove it because in his words it kept breaking down and although he had loved the challenge of creating the body on the car he had never touched the mechanicals, so hardly surprising it was unreliable".

Since then further details have emerged once seen pinned to the perimeter fence around the compound.



It reads,

"MG TA Special

MHO 575

(Coachwork by Kevin Davis)

W.D Cochrane was employed for many years as an engineer and pattern maker by the De Havilland Aircraft Co. In 1935 he completed a very unusual three-wheeled special (chassis no.1). An MG TA engine two seater special (chassis no.2) was built and registered in 1954 by W.D Cochrane. It was a four-wheeled car which was extensively hill-climbed in the 1950's. This is that car (chassis no.2)

The chassis was built to very high engineering standard, using aircraft construction techniques and contains more than two thousand rivets. The chassis, which is constructed of Duralumin, has a very complex and interesting design and is a one off by W.D Cochrane

A new body has been constructed for the car using traditional coach building techniques and materials (ash and aluminium). It was decided to construct a quarter-scale model of the car, prior to the build, so that all the design issues could be explored.

The engine is a MG TA type and the car is the only one of its type known in existence."

HOW WOULD YOU LIKE TO OWN THIS TC WITH A FINE SPORTING PEDIGREE?

Price 25p Free to Members

April 1980, Vol. 23 No. 4



*MGCC Scammonden Hill Climb 7.5.79
Tony Jenkins T.C. Photo: A. Stearn*

In 1983, 32 years ago, Roger Cooper traded in a PA in pieces for a similar box of bits being a 1947 TC.

The plan was to completely rebuild and restore it but time flies by as they say. Nothing was ever done to the car apart from sorting the gearbox and it has stood in a dry store garage since then.

Roger has now come to terms with the fact and reality that he will never get the car sorted and has decided to put it on the market where it will get the full care and attention it deserves.

This is not a garage sale of spare parts, it is a complete car with over 95% of the bits to enable a full restoration to be made.

The car was first registered on 19th July 1947 registration number JTV 26 and has V5 log book and a VE60 showing all the owners from

1956. It now has engine number XPAG 9997 which is likely to have been a gold seal replacement having got a brass octagonal plate attached.

Generally apart from some body parts everything looks to be in quite good order and interestingly there seems to be two rear axles and two petrol tanks and some of the panels are black and some are red.

This is a genuine 'barn find' and the car must be rebuilt and restored to its former glory, the car resides in North Humberside Yorkshire, serious enquiries can be made to Roger Cooper telephone number 01482 637341.





DISCLAIMER

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

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