



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 21 JANUARY 2016



Joy Anderson and her TC at MG Era 40's Day at Brooklands 2014

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

I hope you have managed to miss the worst of this winter's floods and snow! Certainly, here in the West Country we have so far experienced a very mild winter and with January well advanced we are well into planning the year ahead.

Our first event, at Stoneleigh is our usual season opener with our main event of the Rebuild not far behind so I hope you will have both dates in your diary. I am particularly keen to see as many of you as possible at Gaydon for Rebuild and our AGM as this will mark the start of my sixth year as your Chair and we desperately need a new face to step in by this time in 2017 when I will be stepping down. If you have any interest in joining your merry band of volunteers it would be a great time to make yourself known to us and you would then have a year to familiarise yourself with the way the Register works. I look forward to a call on 01840 214972.

I also hope many of you will have received and enjoyed our monthly on line newsletter, which is part of our new strategy of communication. It incorporates many links to other interesting articles around the MG world and is working well with our Facebook page to make sure you are all kept up to date with the latest developments. The ability to enjoy many photographs and, indeed, videos from not only the MGCC but from other MG based clubs is surely worth the investment of a little time to learn the ropes. I know some of you are reluctant to move to the new electronic world but I urge you to at least ensure you receive this monthly electronic publication, which will probably replace TRN in the next year or so and, if you then do not receive the electronic version, your only contact with the Register will be Safety Fast. If anyone feels they would like to know more about this and needs some help please contact me, I will be only too pleased to assist.

Finally, I wish you all the best for the coming Season and hope to meet most of you at one or more of our events.

Geoff Matthews

TRN JANUARY 2016

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EDITORIAL

And so we are.....January and the first of this years' TRN editions and following on from the October editorial some of you will still be reading these notes and not clicking and downloading from the web.

Life can never be still or mankind slips backwards and so it is in the T Register. The Facebook page goes from strength to strength and all T Register members that we know of who have registered an email address with us will now be receiving a monthly invite to open up the T Register Monthly Newsletter and check up on latest MG gatherings, news and gossip from around the globe.

The year gathers pace next month and the regular outing to Stoneleigh is upon us first in February with the Rebuild sessions (is it really 36 years!) and the AGM at the end of March.

Interesting sitting at this desk sometimes, both ends of the scale manifest themselves. Old reminiscences from bygone days and stories of the T Type they let get away, I wonder where it is now, is it still around, can I go and see it and rekindle life in the fast lane, or as it was then! And then hope eternal, new kids on the block, just retired or mother in law has passed on, bought a box of T Type bits and embarking on a full rebuild, do you know where I can get a manual or a manifold?

For me at the moment, contemplating the gearbox on the TF now, no problems with it for 47 years, then I took the engine and gearbox out, new clutch etc and following my old adage "if it ain't broke don't fix it" duly put the box back intact. Sadly since then we regularly slip out of fourth when applying throttle at bends and hills, developing a bad habit of riding with my left hand over the gear stick! The answer must be simple or is it? Time will tell.

Until next time, John W



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!

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or MG TD/TF
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Cover story

My MG

Registration number EO 8971 Chassis number TC8404

My TC was built in April 1949 and first registered in Barrow in Furness on May 20th 1949 and now it is fitted with an XPAG works replacement engine 23498. It was allowed to decay in the 60s and restored from 1974 to 1984 by James Smith in Hartlepool and was back on the road in 1984 when it seems that the engine was bought separately from the car.

According to his records he used the car until 2001 when it was sold to Anne Downes who then sold it to Tony Turner and I bought it in April 2013. James Smith kept meticulous notes and beautiful diagrams which I confess do not mean a lot to me at the present. I have a lot of photos of the restoration and it appears to have won prizes.

I am baffled as to why yellow was chosen for the paintwork.

Why a TC?

I have always loved old cars and was planning to buy one when my son did not need me so much. He came to love cricket and played for the school and club and as his Dad was also interested in watching him I was not really needed at weekends. Right, I thought, time to buy my old car.

I had thought of other cars and was initially interested in Austin 7's but got talking to a volunteer at the Brooklands Museum in Weybridge and it was he who suggested an MG and by the time I was ready to buy a car, I had enough for an MG.

Post or pre war was the next thought. Again I haunted Brooklands and collared anyone that was available to ask as many questions about

old MG's as I could think of, even getting an email from Philip Bayne-Powell as to what to look for in a pre-war one. After a lot of careful listening and as always I planned on learning to do the maintenance myself, I settled on the XPAG as a reasonable engine. Now, TC or TD? My head said smaller wheels would be easier to drive, but my heart said big wire wheels and the heart won. However when trying to turn around I am by no means sure that I made the right decision!

Now to find one

My concern was that I didn't know much about them and I was worried that I would buy something, drive it round the corner and the whole thing fall apart. I needed advice. Mmm, network, I thought. I'd read about the rebuild seminars and thought that would be the place to start. I applied for my place to Peter Cole (the Chichester one) and added that I was looking to buy a TC.

I nervously drove up to the Heritage Motor Centre at Gaydon through driving snow with only snow ploughs for company. I really enjoyed the meeting, especially as I was very kindly adopted for the day by Mary Medhurst (TA owner) and her other half Michael (TD owner). I dutifully looked at various bits of car and passed them on and I still don't know what some of those bits were!

So the search began, I looked at cars that seemed OK, but were very expensive. I was concerned that if I paid a large amount of money for a concours car then I might be really worried about driving it and I certainly wouldn't be happy taking it to bits which I was always planning to do. I still don't know if I made the right decision with that one and sometimes I look at other peoples' concours cars and think how lovely they look and compare them to mine.

I went to see quite a few which looked fine in the pictures, but proved to be wrecks on inspection and as I knew I had not got the

skills for renovation, I left those behind even if they had an interesting history. One dealer was unhappy with me when I was not prepared to buy the car on the day and got angry when I mentioned that I would like someone who knew about them to look at it. I walked away from that one.

I spotted one on the internet from a private seller and Peter said he lived near so he came to have a look at it. He pointed out that it wasn't all that authentic the colour for a start, but it was a "good honest little car". I thought "That'll do for me".

I had no real idea as to how to drive a classic, so was relieved when the owner offered to deliver it.

So next I learnt to drive it. Terrifying, but exhilarating too.

I nervously turned up to the Brooklands Tuesday evening natter, everyone was extremely friendly if somewhat bemused that a woman would buy such a car when her husband has no interest in cars at all.

Maintenance

Despite knowing almost nothing about cars, I always knew that I wanted to look after the car and do the maintenance myself as I thought it would feel more like mine. However, I knew that I needed someone to guide and teach me.

Alan Wakefield, Don Cameron and Eric Worpe have been fantastic in showing me how to pull it to bits and more importantly how it goes back together again.

They showed me how to change the oil and the spark plugs, so I can do this now. Don revamped the carburettors, but I plan to get an old one to take to bits and see how it works. I daren't touch the ones on the car as they work! Alan together with Don took the wheels off and discovered that 3 of the brake cylinders were jammed and one was leaking.

After a quick visit to Moss Europe and a fight getting those fiddly horseshoe shaped things back in again it now stops much more quickly. When I first got it, the petrol tank was leaking a bit when half full and a new sender unit put on by a local garage sorted that out at least for a while but after about 6 months the tank started leaking badly from both sides and petrol was streaming under the garage door and onto the drive. As we have an integral garage, the house stank of petrol and not to mention concerns that the gas boiler was in there, so my husband (who is generally very tolerant of my hobby) put his foot down and it went to the garage and had a new tank put on. Luckily the car came with lots of spare paint!

I was really getting into this and on Boxing Day 2014 while hubby was happy in the kitchen concocting something delicious, son playing a computer game, I got bored and went into the garage and greased the front axle. Everyone was happy.

Once the petrol pump packed up coming back from a natter, the AA man hit it with a spanner and got me home. I tried to order a new one from Burlen's, but there was a 16 week wait. My mother in law was down from Scotland and desperate for a ride in the car, Alan brought his spare one round and put it on my car. Naturally I watched very carefully and when I managed to find a new one, took his off and put mine on. I felt thrilled to have done this on my own and I have managed to slip in "I replaced the petrol pump" into many conversations. Much more impressive if you don't know how easy it is to do on a TC!

When Eric was showing me how to grease the universal joint he said there were a few bits of rust beneath the wings, so he showed me how to clean under the rain deflectors with the pressure washer and a wire brush, much more vigorously than I would have done. He told me what to use under the wings. So I put that on and it's nice to know it's protected

now, although it's not as smooth as a professional would have managed, but then it's not a concours car!

I can't tell you how much I enjoy working on my car and the sense of satisfaction I get when I manage to do something on it.

Trips

My real goal was to take it to a Silverstone MG weekend. Years of thinking "next year I will drive in with my MG" was actually going to come true. Finally on June day in 2013, I decided to drive up on the Friday afternoon, and then I could have a day's rest from driving on the Saturday before going home on the Sunday. Alan Wakefield had given me a route, but I found it difficult to find my way and drive at the same time, got lost and found myself on the M40. I was driving along behind a lorry doing 50mph and felt quite comfortable, but was thinking is this 'Fools rush in.....'?

Anyway I got there without any more incidents, other than the car starting to overheat in a traffic jam. Everyone was very friendly and its picture was in the next "Safety Fast" magazine which was a great thrill. The car got lots of comments, especially on its color, some positive, some negative. Personally, I have mixed feelings about it and if it did need repaying, I would probably do it red as the increased value of the car would recoup some of the cost of the repay. But until then, I quite like it that it is different. It is certainly easy to spot in large group photos at T Type gatherings.

My yellow TC in good company at Silverstone in 2013, note the number plate of our neighbor, EO 8393.



My yellow TC in good company at Silverstone in 2013, note the number plate of our neighbour, EO 8393.

I have done two Regency Runs accompanied by Alan Wakefield and Don Henderson, who both very kindly tempered their speed so I could keep up. The first trip was uneventful, but on the second, I suddenly lost power about 3 miles from Brighton."Oh no!" I thought "I won't get my badge". Both stopped and Alan had a look after parking his car to make sure we weren't run over and diagnosed that the nut had come off the throttle linkage. "Mm" he said "I think I may have one of those", and had a rummage in a plastic box in the back of his car, brought out a throttle linkage, removed the nut, put in on my car and off we went. Who needs a knight in shining armour when you've got a man in a red TD! We'll just gloss over the blip on the way back when the car wouldn't work when I forgot to switch off the immobiliser.....

My absolute favourite thing to do is to take it to 40's days or 'Dress in the era of your car days' and dress up in my 40's gear. I also have taken it to many shows and everyone has been very pleasant and discussed engines with me.

All in all I can't tell you how much I love my car and how much fun I have had with it.

Long may it continue

Joy Anderson

January 2016

2016 CALENDAR OF EVENTS

MG International Show & Spares Day Sunday 21st February 2016 at the National Agricultural Centre Stoneleigh Warwickshire CV8 2LG

Once again this opening event of the T Register year tells us that spring is just around the corner. The Register will be there of course in the same location as last year, look out for the banners and posters where there will ample space for the sale of regalia and a vast array of parts and spares for T Types to be traded on a Bring and Buy basis. Should you wish to bring those unwanted but coveted parts just clearly label ownership, contact details and the price required.

Advance tickets are now available on line at mgandtriumphsparesday.co.uk at a reduced price of £9.00 plus a service charge of usually £1.00 and under 15's get in free. You will be able to print off your tickets in A4 and beat the queues and this year it is hoped that there has been improvement in the access and parking arrangements to get us into the event quicker as well. Any further enquiries or information required contact Barry Knight on 01252875740.

The 36th T Register Rebuild Seminars Saturday March 19th at the British Motor Museum Gaydon Warwickshire CV35 0BJ

This year another series of lectures will be featured covering a wide range of topics. An important subject to all engine builders or those considering a rebuild is camshafts. **David Newman** of Newman Cams will tell us all we need to know and there will be ample time for a Q&A session.

Our regular seasoned man of knowledge **Eric Worpe** will go through the ins and outs of the braking systems on TA-TB-TC cars and the other veteran contributor to these Rebuild sessions **Roger Furneaux**, will take us

through the detailed design and manufacture of the back axle on these models.

On the same theme of stopping when we have got it going, another regular presenter and scribe **Barrie Jones** will bring us forward to post war cars and the braking systems on TD and TF's and similarly connected with this, a subject often neglected till they go wrong **Derek Stevson** of Stevson Motors will tell us all about the maintenance and overhaul of T Type shock absorbers.

Finally, in this changing commercial world we are often presented with a dilemma as to what lubricants are suitable for our classics, long gone are all those familiar sounding names in the service manuals which seemed to have been around forever. Guy Lachlan of Classic Oils will enlighten us and explain the modern approach to the balance and composition of ingredients to ensure the correct blend is still available to enable the smooth running and longevity of our classics in the future.

All this and food and beverage throughout the day makes this as always a must for all T Types. An application form is on the website www.tregister.org or see "Safety Fast" January edition on page 26.

As always this will also be the place to meet old chums, seek out some interesting original spares or even offload some to make a space in the garage, naturally you will be fed and watered and all for the price of a few pounds, what else would you be thinking of doing on a cold grey day in March.

As is usual the **T Register AGM** will follow on immediately after the final presentation at 4.30.

The Chairman and officers will present their reports and views of the past year and outline proposals for the coming years in order to continue to maintain the success of the past.

..... **so don't, delay, book today.**

MG Car Club - T-REGISTER : 36th Annual "T-REBUILD" - Sat. 19th March 2016

Heritage Motor Centre, Banbury Road, GAYDON, Warwick. CV 35 0BJ
 MGCC T-Register – "IN OUR 53rd YEAR" - (1963 – 2016)

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	<u>Derek Newman</u> (Newman Camo): Camschafts for XPNG engines	Lecture Rm. 1		See A		Lecture Rm. 1
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 – 12.55	<u>Eric Worner</u> : TA-B-C Brakes	Lecture Rm. 1	11.45 – 12.45	<u>Bazie Jones</u> : TD – TF Brakes	Lecture Rm. 2	
1.00 – 11.45	LUNCH – Café & Balcony Area		12.50 – 11.45	LUNCH – Café & Balcony Area		
13.45 – 14.45	<u>Robert Furness</u> : TA-B-C Back axle	Lecture Rm. 1	13.45 – 14.45	<u>Gene Lashlan</u> (Ducoc Oil): Lubrication suitable 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	<u>Derek Stevson</u> (Stevson Motors): Maintenance and overhaul of T- Type shock absorbers	Lecture Rm. 1		See A		
16.30 – 17.15	T-REGISTER AGM	Lecture Rm. 1				

MG Live Silverstone Saturday 4th and Sunday 5th June 2016

The annual MG extravaganza date at Silverstone is now settled as being the first weekend in June just before some of us head off to Le Touquet for the European Event of the Year in France. As usual the T Register will be there in force with our stand in the main marquee, a Specials display and the Saturday evening natter in the paddock and of course designated parking for all T Types on both days if you get there early enough that is!

The 2016 T Register T Party at The Shuttleworth Aircraft Collection near Biggleswade Bedfordshire

We are advised that the Events management team at Shuttleworth have changed the scheduled flying dates this year and that the usual 'Wings and Wheels Day' that we have enjoyed has now been moved to the first week end in September which clashes with the Autumn Tour dates.

The alternatives that we have been offered are The Military Pageant on Sunday 3rd July and the Shuttleworth Pageant on the 7th August, more on this when arrangements have been concluded.

**2016 Autumn Tour September 2nd to 5th
Dorset and the Jurassic Coast.**

This year the Autumn Tour goes to Dorset to the George Albert Hotel midway between Dorchester and Yeovil on the A37. The hotel is privately owned and has 39 ensuite rooms which have been block-booked for the weekend therefore this restricts the numbers for this year so most important that you book early. The hotel is well situated with a number of sites and venues all close by such as Montecute House, The Haynes Motor Museum, Yeovilton Air Museum, Forde Abbey Gardens to name but a few so plenty to do and see as well of course as doing the runs on Saturday and Sunday.

Geoff and Annie Matthews are the organisers and Chris Sundt is plotting the routes, get your application in soon, contact them on 01840 214972 or geoff@ostlersbarn.co.uk

Fancy a poster for the garage wall? They might be available soon!





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A Love affair

I guess we have all had love affairs in our past, they remain a little secret that seldom if you are lucky, do not pop up at an inopportune moment.

I had been thinking about past loves for a while, perhaps it is something to do with maturity! Any way I decided to see if I could rekindle an old flame, problem is how to broach the subject with the wife.

Well after many evenings thinking about it I thought I would just go for it.

It would not be easy as we have always been at odds over such matters, but have managed to come to an agreement without blows during the past forty plus years.

Now this is what really happened.

In February 1968 I bought a pretty run down a 1949 MG TC it turned out to be one of the last twelve built, it needed a bit of a rebuild to look presentable so I set to work on the car.

I soon discovered it had a crack in the block between the core plugs, this was a setback as a replacement engine was not on the list to do, I decided to see if it could be repaired, luckily it could but it did entail stripping it down, at the same time it was re-bored and new pistons etc. fitted and the car also required a re-paint and re-trim plus lots of other work.



As found.



Ready to go back together

My fiancée and I were planning to get married in October 1968 I thought it would be great to use the TC on our wedding day. So not much pressure then to restore the car to running order in only a few months, still I only had to concentrate on the car, wedding plans were not really my department!

Well October came, and yes the car and I were ready (oh and the bride too)



Finished in time

We went everywhere in the car for a number of years, it was great fun to drive as long as you got used to the vagaries of the steering, we covered many miles in the car without any problems.

I attended the local Noggin & Natter, (perhaps not too much noggins now) great fun meeting with interesting like minded people. I did have one scary moment on returning home late from a MG natter. I stopped outside our garage to open the doors to put the car to bed and on looking around I saw smoke coming from under the bonnet!!! You have to open the bonnet to see what is happening don't you?

but this made it worse and flames then broke out.

Luckily we were have building work done on the house and there was a convenient pile of sand, so I quickly threw it onto the flames and put them out, phew! The cause was the rocker cover gasket had been sucked inwards and let copious amounts of oil out onto the exhaust manifold, apart from a mess to clear up no damage done.

A few years passed, children came along and we needed to extend the house upwards, so the TC had to be sold to pay for a new roof. I advertised the car in Motor Sport (I still have a copy of the magazine with the advert in) the car was bought by an American and was duly shipped to the USA.

It was not the end of my love affair with MGs far from it, in fact there has not been a year go by since the sixties I have not had an MG in the garage to tinker with, I won't bore you with them all but they have been: - PA, TC, TD, TF, F type, VA, MGB, Midget, MGA MGF, MGTF MGB GT. some model more than one off, so you can see the stress I have caused my other half!

So back to a special love of my life (apart from my wife) the special TC we used on our wedding day.

I thought I might see if I could find my car that I sold in 1975 and I knew it went to the USA. So I started to contact various clubs in the MG world using the internet to see if the car would pop up as I knew the chassis number and the registration, this was Autumn last year.

Well, the MG T Register did have a record of the car and a contact number so it was thanks to them that I was able to get in touch with the present owner.

I was in Tesco shopping, not my preferred habitat I might say, when an email came through, it was the current owner saying he

indeed had my old TC in his collection of cars in New York State.

I emailed the owner, John, back on the spur of the moment asking if it would be possible to pay him a visit to see the car, not sure if I was thinking quite straight at that point in time but I was so pleased to hear from him. I now just had to see how to get that proposition over to my wife in a way that sounds plausible.

"I know", I thought, I have several American cousins as my Aunt married an American Airman during the war I could visit them and the MG. The only problem is the car is in New York State and my cousins are in Arizona and California, a bit of a distance apart, could be done though, just got to put in the right way, draw up a plan, *easy!!*

Well it turned out to be easier than I thought as my wife was not keen on all the flying the trip would entail, so it turned out that I was to be a lone traveller.

Plans were made with my cousins and the owner of the TC, passport renewed, flights booked and I was even invited by the present owner of my old MG to stay with him and his wife, a very kind offer, typical of MG owners.

I arrived in New York, stayed overnight, and the following day took the train journey of some 65 miles on the New Jersey Transit Railway to meet the owner, he kindly met me at the station and we drove some 5 miles to his home set in the countryside.

The present owner is John T Mayo 11 and lives in Goshen in New York State. Goshen is well known for its trotting track, built in 1838 it is the oldest trotting track in the world.

I was lucky to be given the opportunity to have a guided tour of the track by his son who works there, it is a fascinating place with a wonderful history depicted in the museum on site.

My old TC forms part of John's personal collection of some very interesting cars housed in two six car garages and one three car garage.

The anticipation of seeing the TC was intense, but first it was time for a cup of tea and cookies some time to talk MGs and cars in his collection and getting to know each other.

Time at last to walk down to the garages but not to the one with the MG in first we looked at other cars in the collection. At last opening of the door there it was sat next to an MGA



As you can see it has changed colour and the interior has had a makeover, it still has the original engine complete with cracked block repair.

It was very emotional to see and sit in the car after some 40 years, I took many pictures unfortunately we could not drive the car as recent snowfall made access to the garage difficult.

I am grateful to the John & Mary for allowing me to visit him and for their hospitality and to see my old car. It is in good hands and has all the attention it needs.

So from the cold of New York State to the heat of Arizona and California to see my cousins.

The idea of such a trip sounds a bit mad I know, but it was not all about the TC I enjoyed a wonderful visit with my cousins, great to meet up and do some sightseeing.

One last car note. While in Tucson my cousin Carol had been in contact with the British Car Club there as they were having a Saturday trip around six of their member's garages. I was honoured to be invited along as my cousin had explained why I was there.

You turn up at the first one, have coffee and a doughnut, talk cars and see their collection and then move to the next garage to see their pride and joy. It lasted well into the afternoon

by the time we got to the last one, what a wonderful day seeing many different cars and I must say some very well equipped home garages.

I really enjoyed my trip to America. I met some very nice people in the classic car world as you might expect all willing to hear and be interested in my story about my old TC.

My interest in MG started in the early sixties when I was 20 with a £15 1934 PA a total basket case and has continued for some 52 years and still is alive with my current 1971 MGB GT a great car to drive.

So the love affair is alive and well, but an old flame is hard to forget, she does have a special place in my heart.

Barry Woolford

January 2016

2015 was the 80th anniversary since the TC came into being after the hostilities of the Second World War.

Inadvertently both the stories in this edition are about TC's and it is interesting to note that one of these was about the American dream of owning one, by thousands of GI's returning home.

This year we have been very pleased to be in receipt of any number of pictures taken by the MGCC photographer Colin Murrell, so TC's to the front.





XPAG ENGINE BLOCK CASTING NUMBERS.

We recently received an enquiry from a MG classic car restorer about the vexed question of casting numbers and the way to prove the provenance of a 1500 block.

We were able to point him to an excellent article in Paddy Wilmer's book "MG T Series in Detail" which clearly defines the history of the casting numbering system and the differences between 1250 and 1500 blocks.

Other Historical Matters

A WORD FROM THE MG 'T' REGISTER HISTORIAN, CLIVE MANSER

Firstly I would like to acknowledge the dedicated and superbly catalogued work carried out by our previous historian Roy Miller over many years; I will strive to follow his splendid example.

The role of Historian closely links with the 'T' Registrars in maintaining records for the benefit of current as well as future owners of our cars. Information gathered over the years includes as much history of the life of the car as possible, such as participation in sporting events, rallies, modifications, ownership history in the UK as well as the rest of the World.

I would like to continue to build as complete an historical and photographic record as possible of each 'T' type car known to have survived, whether currently in use or undergoing restoration. With this in mind I would be grateful if those of you who are unsure whether or not your car's details are held to please send me an email stating the model and chassis number to clivemanser@hotmail.com so that I can check the records. If the car is not recorded I have prepared a short questionnaire which I will forward and ask you to complete, at the same time it would help if you can also send by email a current photograph and any other photographs which will form part of our records.

For anyone without the use of a computer I will be more than happy to correspond by traditional post, my address is: Purdues Cottage, Fair Oak Green, Stratfield Saye, Reading RG7 2DL.

I look forward to hearing from you; Clive.



Still on the TC theme, here is a pretty picture of a TC taken in the 1940's in Hong Kong.

David Wardell is in conversation with Ian Foster who is with the Classic Car Club of Hong Kong and who is writing a book on the History of Transport on the island and came across this picture.

The bumpers are a little misleading but probably added locally in deference to the driving standards in that part of the world at that time.



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Mike (with TD) & Paul (with MGA) outside our Ipswich premises

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JANUARY 2016

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