



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB T REGISTER

NO. 23 JULY 2016



Chris Wright in his concours winning TF

'Lady T' and Dulcie

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

What a fabulous surprise we got at the Silverstone Live Dinner on the Saturday night when the MGCC Chairman Ian Quarrington called for order and then began to outline his reasoning for awarding the Nuffield Gold Cup for this year. It is his prerogative to choose the recipients and it was a great honour for me to receive this award on behalf of all the hardworking and dedicated members of the committee, it has been a pleasure to serve with them.

As I said last time this is my last year as your Chairman and I am desperately hoping to hear from somebody who may be willing to take the job on. It really isn't too demanding and is good fun with a very supportive committee and many friends to assist. I look forward to your call in the near future.

Annie and I with the help of Chris Sundt are in the final stages of preparation for the Autumn Tour in Dorset and we look forward to seeing all of you again. Be warned though I shall be hell bent in receiving all those nominations for your next chairman that must succeed me in March next year at the AGM!

I also hope by now that many more of you have all logged on to our very successful Facebook page and are now regularly receiving the excellent monthly email newsletter and keeping up with all the T Type happenings around the world

Cheers for now

Geoff

TRN JULY 2016

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EDITORIAL

Seems no time at all since the April edition but this is probably due to all the MG events of the last 2 months. Silverstone was suddenly upon us, this time a little earlier in the first week in June. No sooner back on the Sunday before the TF was repacked and checked over before setting off to Dover on the Wednesday to catch the ferry to Calais and thence onto the EEotY at Le Touquet and then a few days on the Somme, that infamous place in history now a century on. Not long at home when preparations were made to go to the new venue for the T Party at The Bicester Heritage Centre.

Looking forward now to the final event of the year, the Autumn Tour, have already booked for next year, have you?

Until next time

John W

Cover story

The Prologue

Having completed my duties at Silverstone *Live* on Sunday lunchtime and getting all you guys and gals nicely parked up in our T Register paddock, I thought a stroll around the stands and arena would be useful to stretch the legs and to get a beer!

I wandered into the concours area as usual expertly organised and manned by the Anglia Centre. An extravaganza of immaculate MG's were on parade, not necessarily my cup of tea but credit due to all those dedicated members who like to parade and show off the results of their labours.

Naturally being drawn to T Types of course I immediately espied a TF in gleaming chrome and ivory.

.....now read on.....

Chris Wright takes up the story.



The 1250 MGTF – 198 YUG

Car chassis number HDP 46 / 930

Body number 9142

Engine number XPAG TF 31153

Current mileage 17,348

She was built at Abingdon on the 3rd November 1953 and left the production line with ivory paintwork and green leather trim.

Early in 1954 she went to Brunswick in Georgia USA and then in the 70's she spent

some time in Pennsylvania before being finally shipped back home to the UK in 2008.

In the meanwhile when one day my wife Dulcie suggested that I get myself a nice two seater, my mind went all T Type and I said jump in the car now and let's go!

We went up to North Yorkshire to see what a classic car dealer there had in stock. My wife was very interested in a TF finished in ivory with green trim and she told me that ivory and green go very well together and suited this MG.

Being a canny lad the dealer offered to take her for a spin, the wife that is. When they shot off down the road my thoughts were that it will be her first and last ever ride in a roadster, "I will never ride in a thing like that again"

But no.....when she got back, she told me to go and get some cash and pay the man!

We have owned the TF now for six years and during this time it has run perfectly with no problems whatever. Me and a friend actually rewired the car and I had some parts re-chromed and also removed all the wings and running boards and sprayed the undersides, so that I can now polish under the wings as well as on top.

She still has the original XPAG engine and gearbox, when we bought the car the mileage on the clock was just over 12,000. My motor engineer pal believes this to be genuine as the engine has never been restored and under the car and all the oily bits are in very good condition indeed.

The engine does not use oil and only drips a couple of spoonfuls when we put her back in the garage after a run. She goes through her annual MOT with no problems, I still believe that it is important to have an independent motor engineer to check her over once a year.

There was a new hood and side screens when we bought her, the hood has been up

once and I think the side screens are up in the loft.

We have been to MG Live for the last two years which is a round trip of 330 miles and this time I was persuaded to enter the concours competition for the first time in my life. Imagine my surprise and delight to be told that we had won the pre-1955 Roadster Class and then to be awarded the Naylor Brothers Trophy in the arena for the best T Type.

She is affectionately known as 'Lady T' and in the last six years it has been pure enjoyment and a great pleasure to own and drive this T Type.

Chris Wright

June 2016

THE NUFFIELD GOLD CUP



You will have read above in the Chairman's message of our great surprise and delight to have the prestigious Nuffield Gold Cup bestowed upon us at the President's Dinner on the Saturday evening at MG Silverstone Live.

We are very honoured to have been awarded this prize as recognition of the hard work and dedication of all the committee and the members of the MGCC T Register particularly when one sees the names of all the previous recipients and their place in MG history.

I thought it fitting to include a piece on the story of this cup from its inception and I am indebted to the late Mike Hawke for his research and words penned for the 'First 70 Years Book' in 2000.

The MG Car Club was but a few months old when Lord Nuffield (as he later became) agreed to be our Patron) and in his usual manner he became interested and supportive to us in many ways.

One such was that in 1936 he donated a gold cup to the committee to employ for a purpose that will enhance the club's prestige, assist its growth and add to the enthusiasm of its members.

This is the Nuffield Gold Cup which is truly made of solid gold and for which Lord Nuffield personally paid for in the sum of £163 which in those days was the cost of a brand new Morris car.

Today this is presented annually to the Centre or more recently a Register of the MG Car Club which has shown most meritorious growth, enthusiasm and enterprise during the previous year and normally the MGCC Chairman chooses the recipient.



We won the Cup! Geoff at the dinner shortly after its presentation and before the sparkling wine was added.



T Register Chairman Geoff Matthews and wife Annie together with Secretary Sally Silcock and MGCC Chairman Ian Quarrington look on at the Gold Cup proudly displayed on our stand on Sunday in the main marquee and just before it was whisked away back to the bank vaults for safe keeping.

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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RECENT EVENTS 2016

SILVERSTONE LIVE 2016

Notwithstanding the euphoria above in winning the Gold Cup, there were many other T Register happenings at Silverstone Live this year.

Held a week earlier than normal the weather was kind and although overcast and windy and cool at times there were many periods of bright sunshine and no substantial downpours that we have become accustomed to over the years on the heath.

Saturday morning was predictably busy with T Types arriving in a steady stream from 8.30 onwards and by 10.30 we were almost full to capacity in our allocated parking area although this year we had been allotted a larger area due to overcrowding last year and it was also noted that there were fewer MMM's in evidence than previous years.

We were also given a dedicated space for TA's only on the premise that in celebration of the 80th anniversary of the arrival of the T types in 1936, there would be a parade in the Arena in the afternoon with a commentary and interview of the assembled cars and their owners.





A nice line up of TA's purposefully parked up to participate in a parade in the Arena on Saturday afternoon to mark the 80th anniversary of the coming of the T Types in 1936. Unfortunately this did not materialise much to the disappointment of some of the owners who had been especially lined up to attend on the day.



There was no disappointment however in the racing boy's paddock. As usual a fine collection of XPAG Specials had been assembled, many thanks to Stewart Penfound, Chris Pamplin and his team for getting together a varied assortment of individual vehicles inspired by racing types mainly in the 60's who sought to get something extra from these stolid and reliable little motors.

We are indebted to Stewart Penfound and Chris Pamplin for this report and newsletter of the day's event.

Our thanks to everyone involved for the biggest display of Specials ever seen at Silverstone, particularly those whose work behind the scene ensured it all went so smoothly – Colin and Chris at club office who sent out the passes and tickets; David Wardell who designed and organised the new flag; the ladies, Julie, Moya and Sue who provided and laid out the lunchtime nibbles; Bill Silcock, Graham Brown and the T Register for providing the beer and to Bob the barman for dispensing it so ably!

On the Saturday afternoon we had 14 cars on show or 16 if you include the two American beasts next door. Getting some of the cars to our display required heroic efforts, notably from Nick, who drove the Dick Jacobs TA down from Hull; from Rachel Clewley, who delivered the Parson on the Friday then went back to Hereford to bring the mechanics back early on Saturday morning and particularly from Simon Evans, who arranged for his mechanic Phil to deliver the George Philips replica FAK 57 on Saturday, then turned up himself on Sunday, fresh from Spain, to drive it back to Aldwincle (yes, it is on the map!), sounding magnificent with its straight through exhaust.



Simon's car was on display for the first time, as was Howard's magnificent 1½ seater TC. Howard sprinted his car on Sunday, winning his class (of one...) and Simon is racing the Philips Replica at Le Mans next month, the first time a TC has competed there since the original car took part back in 1950.

Chris and Jack deserve a special mention, having only put their engines back in their cars the day before. Jack still had problems, a water leak preventing him from competing on the sprint on Sunday – hope he gets it sorted soon.

John's Lotus 6 looked superb as ever, and if you didn't see the book he had published about its history, then you missed a treat. How Richard keeps his Cooper MG engine so clean is beyond me...

A special thanks to the racers, who added their cars to the display after practice, and the race, which, I have to admit, was the most confusing event I've ever watched. The boys did well, though, with Alex winning the T class in his Leco MG, followed by Howard (the other Howard) in the Playford, Stuart's Dick Jacobs Y Special and Bob's Lester, the latter out for the first time for a while. George's Devin MG didn't make the start, practice having revealed some rear suspension problems.

Spectators seemed a bit thinner on the ground this year, but our display attracted a lot of interest, particularly before the racing got under way.

Thanks again, and best wishes for the rest of the season.

PS Our founder, Keith Hodder, made a guest appearance, which was nice!

Stewart Penfound & Chris Pamplin

The Sunday morning was a bit of an anti climax following the events of the night before at the dinner but nevertheless we were on station in time to welcome the T Types. There are never so many of you that attend on the Sunday no doubt the racing and the natter makes it the best day to be there if you are only coming for one day. It was a much nicer day with clear blue skies and sunshine.



It is now the tradition to invite all the Centres and the Registers to compete in the main marquee and produce the best stand on a particular named theme. This year the Silverstone committee elected 'Heritage' as the theme and Annie Matthews and the team set to work to design and organise the T Register Stand.

Having won two years ago and coming second last year it was going to be a challenge to maintain the high standards already achieved.

The T Register heritage goes back to 1936, 80 years ago as you will have been constantly reminded by the new banners and posters everywhere!

The idea was to replicate a scene in a typical garage of the time with a car being the star attraction and the predictable scene of an

owner or mechanic (George) taking up the normal stance of being flat out under the car spanners in hand. Many thanks to Andy King for supplying the Cream Cracker and to everyone who contributed both, time and effort, costumes, old cans, gear and paraphernalia to create the overall effect.



As a result we again achieved second place being beaten for the second year running by those Scots from over the border. Just wait until next year!



Annie Matthews, Clive Manser, Alan Wakefield together with Geoff Matthews display the second place award

The T Register T Party 2016

Then not so long after Silverstone, the Register hosted its annual T Party on Sunday 3rd July at the Bicester Heritage Centre. Well, we did it again glorious sunshine once more for the annual picnic!

This year a change of venue from our regular Shuttleworth visit, unfortunately the entrance fees had doubled from last year and therefore an alternative was sourced by our man who knows about such things, Graham Brown.

So this time we went to the Bicester Heritage Centre on Sunday 2nd July accompanied by scudding cumulus clouds and bright sunshine. The Centre is the former RAF Bicester Bomber Training Station and now houses a historic motoring and aviation industry that employs over 28,000 skilled people in 30 specialist businesses on a 348 acre site.

The two day extravaganza was aptly named "Flywheel" a combination of all manner of vehicles together with vintage and classic aircraft and a flying display including the BBMF flypast of Spitfire and Hurricane. It is only the second time this event has been held and based upon its current success we are sure that it will become a major attraction for many years to come.

We mustered over 40 T Types coming from far and wide and with a fine array of our banners and flags we were the register that stood out among all the other classic car clubs who attended on the Sunday, much thanks to Graham and all the committee who organised such a splendid day.



Ello, ello, ello, what's all this then.....

The local constabulary check out a squad car of yesteryear!





Some of us are still not quite as old as our cars but still the eyes don't see so well, so is this the answer, bigger eyes!



Spot the plane.....

Forthcoming events

Only one event still to come this year, the 2016 Autumn Tour to Dorset on 3rd September. This event is fully booked so better get in quick for next year to the Lakes and Dales.

2017 Autumn Tour to Lakes and Dales

September 1st to 4th

This year's Autumn Tour is fully booked and rumour has it that next year's trip to the Lakes and Dales border is filling up fast so if you want to go do not hesitate and contact The Shap Wells Hotel on 01931 716628, the dates are 1st to 4th September 2017 and mention the MGCC T Register upon booking.

The price for the 3 nights is £288 for a double bedded room on a dinner bed & breakfast basis. If you require any further details or information Grant and Barbara Humphreys are organising this event and you can contact them on grant.chumphreys@btinternet.com tel.01969 622108

T Types to the Ardennes 12 – 16 May 2017
Bill and Sally Silcock are organising a Spring Continental run for you to the Ardennes.

The Hotel

We have provisionally booked all the rooms in the Castel les Sorbiers (www.castellessorbiers.be if you'd like to see what it's like) 10 miles south of Dinant in the Belgian Ardennes for four nights from 12 – 16 May 2017. This is the hotel we used for our 2008 trip to the area, and the feedback we had then was very positive. They have one single room and 29 double/twin rooms, so the absolute maximum is 30 cars including the organisers.

Since the nearest alternative places to eat are at least ten minutes' drive away along a narrow, twisting road, all evening meals will be taken at the hotel, including a gala dinner on the last night.

The prices we have been quoted are 300€ per person in a double/twin room, and 408€ per person in a single room, for four nights' half board. In addition there will be a city tax of 1€ per person per night = 4€ for the whole stay. Up to three rooms, including the single room, will be available for single occupancy at 300€ per person rather than the 408€ quoted above: this will be on a first come, first served basis. An additional charge of 20€ per person will be made for special menus on the first and last night (the Découverte menu on the first night and the Castel menu for the gala dinner).

To ensure prices and availability, the hotel requires a 30% deposit by the beginning of December 2016 which equates to about £90. The balance would be payable direct to the hotel on departure. Additional costs will be lunches every day, plus drinks and incidentals.

How to get there

The nearest ports are Calais, Dunkirk, Zeebrugge and Hook of Holland – the hotel is about the same distance from all of them. As usual, those going on the tour will need to organise their own ferry or Eurotunnel booking. We intend to include in the final briefing a suggested scenic route from a point a couple of hours from the hotel, but this of course is optional.

Things to do in the Ardennes

There are a number of scenic routes in the area, including some recommended by the Michelin guide to the region. There are also lots of places worth visiting, including particularly good caves at Han sur Lesse, a micro-brewery near the hotel and a castle at Bouillon.

As has recently become the tradition on our continental tours, there won't be any set routes or timetables, but we will provide lots of information about the area, and we have re-checked the routes from 2008 and will update them and make them available to anyone who wants to use them. If you would like to visit the Han sur Lesse caves please let us know – we may be able to get party rates and an English-speaking guide if sufficient people want to go.

Next action

Please e-mail Sally Silcock at treg.sec@virginmedia.com or telephone 01525 750468 to express your interest in this trip. If phoning, please leave contact details (preferably an e-mail address) so that we can contact you when necessary.

Bill and Sally Silcock

Here is a super story that may get you thinking why did I not do this before.

A few weeks ago I received a phone call from Owen Frankland, a TA man from Stockton on Tees.

He asked for our help in any way that would publicise a trip that he and his wife Pam were due to embark upon in a few weeks to raise money for a charity that they passionately support.

Apparently they had always wanted to drive around Britain in their TA so why not choose a worthy cause and here you see the result, the charity is Harrison's Fund for research into Duchenne Muscular Dystrophy.

They duly set off on July 22nd and you can follow their journey on the website page below as they ply their way around the coastline of Britain.



13 June 2016

Stockton on Tees couple aiming to get a 'num bum' for a good cause

As charity challenges go, sitting on your bottom for more than 30 days is one of the more unique ways to raise money, but that is exactly what a couple from Stockton on Tees are planning to do next month to raise money for a Duchenne charity.

Husband and wife team, Owen and Pam Frankland, are aiming to drive their 1937 MG TA, Numbum, 4,000 miles around the coast of Britain, travelling as close to the sea as possible for Harrison's Fund. They will be setting off from the Transporter Bridge in Middlesbrough on the 22nd July.

Owen said: "It's long been an ambition of mine to make this trip and this is the year it will happen. With an expected distance of 150 miles per day it will take a while but we're going to have fun and enjoy the sights and hope the car makes it – it is 79 years old after all!

"As we were going anyway, we thought it would be good to try to raise some money for a good cause. There are so many good causes that we couldn't decide on one so we passed the buck and contacted the car's previous owners to give them the choice and they chose Harrison's Fund as they have a family member with Duchenne Muscular Dystrophy."

Harrison's Fund is named after the nine year old from Surrey who was diagnosed with Duchenne Muscular Dystrophy, a fatal genetic condition which affects all the muscles in the body, causing them to waste away. Harrison's Fund's goal is to get as much money as possible into the hands of the world's best researchers, who are working to find a cure for Duchenne.

Alex Smith, Founder of Harrison's Fund and dad of Harrison added: "Good luck to Owen and Pam, we are very grateful for their support, Duchenne touches so many people out there and it is only with supporters like this that we will be able to continue our work into researching a cure. I hope everyone supports them in their challenge and make sure you give them a wave if you see them en route."

Owen has also set up a blog so people can follow his journey around the country. <http://www.numbum-round-britain.co.uk/>



Owen and Pam Frankland and 'num bum'



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We are privileged to share the super pictures taken by Colin Murrell of all the exploits of the T Register racers at the various meetings at home and away. Silverstone Live 2016 was no exception this is a sample and a report of the days racing on the Saturday afternoon.

The following traditional T Types were competing : -

No 2 - John Bussey - MG TC No 9 - George Edney - MG TB No 47 - Jeff Marsden - MG TC

No 52 - Andrew Cox - MG TC No 96 - Charles Harmer - MG TF No 119 - Nick Ashman - MG TC

No 198 - Jonathan Harmer - MG TF

in addition to these, the following "T Engined" specials were also competing : -

No 1 - Stuart Dean - MG Dick Jacobs Special, No 6 - Howard Maguire - Playford MG

No 17 - Alex Quattlebaum - MG Leco 2 No 27 - Bob Allen - Lester MG

Qualifying for the race saw Pole Position go to a Lotus Elite with a time of 2:41.390

13th the TC of John Bussey 2:51.732 14th the Playford MG 2:52.195 18th the MG LECO 2 2:53.509

20th the TF of Jonathon Harmer 2:54.556 22nd the TC of Jeff Marsden 2:55.812

24th the TB of George Edney 2:58.086 25th the TC of Nick Ashman 2:58.625

28th the Dick Jacobs Special 2:59.147 29th the TC of Andrew Cox 2:59.242

36th the TF of Charles Harmer 3:04.979 39th the Lester MG 3:06.575

By the time of the race in the afternoon, the conditions had further improved and we were set for some great T Type racing. The commentator had a trip down memory lane, recalling the days of T Types having their own races, but this was still a good showing here at Silverstone, the racing was great to watch and a real battle developed between George Edney and Andrew Cox in the closing laps.

The end result saw a MGA 1,2,3 with the T Types finishing as follows : -

4th MG Leco 2 7th Playford MG, 9th TB of George Edney, 10th TC of Andrew Cox, 12th Dick Jacobs Special, 13th the TF of Jonathan Harmer, 14th the TC of Jeff Marsden, 16th the Lester MG 17th the TF of Charles Harmer and sadly the TC of Nick Ashman was a DNF, completing 2 laps"





Reference was made earlier to the Simon Evans replica George Phillips car that was at Silverstone Live in June, well Simon finally achieved his lifelong ambition and raced it at the Le Mans Classic this month. More pictures from the lens of Colin Murrell who witnessed the whole spectacle.



The European Event of the Year went to Le Touquet France, Bob Marshall captures the flavour of the T Types present.





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

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JULY 2016

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