



# 'T'REGISTER NEWS

*NO 4 OCTOBER 2011*



**KEITH DOHERTY IN HIS TF SHOWING US WHAT WE ALL SHOULD DO –ENJOY IT**

**SILVERSTONE 2011**



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

Hi T-Typers

As I write the days are now much shorter and next weekend will be our last run of the year by our local (Wadebridge) natter. I hope everyone has enjoyed what seems to me to have been a good year on the MG front with a number of very successful events. Unfortunately I was unable to attend Silverstone but I gather it went very well. The pre war Prescott meeting was an excellent event and well worth the effort in attending. The chance to do a run up this famous hill without all the usual rules and regs in place was great fun even though it was not timed, at least officially! I was also able to attend the Brooklands Reunion and this active period finished with a great day at Thruxton for the T Party. We also had another excellent weekend in the Yorkshire Dales courtesy of Grant and Barbara Humphreys and it was great to meet up with friends both old and new. I was particularly pleased to be able to present the two T Register trophies, the Malcolm Hogg and the Montague Burton, which went to Stewart Penfound and Sue Scott respectively. If you get a chance to have a look at Stewart's car take it, it's a credit to you Stewart.

We now have the winter to look forward to and I was very sad to hear today of the problems we are having with the Oxford and Cherwell Valley College. I hope we will be able to continue with the Rebuild Event in the early part of next year but it seems unlikely the Practical Skills Workshop will go ahead despite the efforts of Bill Silcock to try and ensure this did not happen. Unfortunately the "cuts" are everywhere and it seems to have affected this venue.

Your committee continue to work hard to bring you events that you can enjoy and support and if you have any comments or suggestions do contact me at:-

[geoff@greylakecottage.co.uk](mailto:geoff@greylakecottage.co.uk)

I will be pleased to hear from you.

Geoff

**TRN OCTOBER 2011**

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## THE EDITORIAL

As Geoff mentioned above the remaining T Register event of this year has become a victim of the current economic environment we are having to endure and the hands on Skills Workshop in November has had to be cancelled. With soaring costs together with factors at the college which were beyond our control it is not possible to proceed and put on the event at this time, maybe again in the future when a new venue can be found.

It has been an interesting year from the Editors chair, what with a new chairman and secretary, coupled with the development of TRN formerly known as the Bulletin from 1963 until the eighties when it became "The Yearbook".

Maybe some of you are not aware that the T Register was first conceived late in 1962 and that the first T Register Bulletin was produced in April 1963.

From my perspective it is interesting to observe that even in that first issue there is a paragraph by the then Editor John Cooper to the effect that; **"The frequency with which this bulletin appears depends mainly on YOU. If you have any news of interest or technical information you think would help other members please don't hesitate- send an article to me"**.

Do you know, as reputedly quoted by Mr. Michael Caine, the same is as true today as it was then, how about it boys and girls get the typewriter going or should I say the keyboard and the camera shutter clicking and share with us your MG experiences past or present, we would love to know about them and it will serve to keep this new magazine alive and well.

Since the last edition of TRN and the euphoria of the tour to Northern France and the EEotY in Belgium all quickly followed by the annual pilgrimage to Silverstone, life has been conducted at a more manageable pace.

We did 1200 miles on the continental trip and although the TF did not let us down, things were far from satisfactory in the performance stakes with no pulling power up the most nominal of gradients and a top speed of just over 45 mph!.

Having put certain matters right on the sparking front with the distributor and then discovering a fuel leak in a braided supply line which was nicely hidden away against the side of the scuttle (as a result running out of fuel and dragging up all the sludge from the bottom of the tank), there was still no joy.

The next check may however prove to be the crux of the problem, compression tests revealed that no. 3 cylinder was only 50%, a good job we had elected not to do the Yorkshire Dales Tour this time it may have been just too testing.

The engine was completely rebuilt in 2000 with new pistons, sleeves, rings and valves etc and has only done about 12,000 miles since. I have already had a pushrod failure and now it looks like valve problems are manifest, due to materials, parts, quality or maybe fuel, who knows!

Therefore off the road for the time being, but something to while away the winter months which now seem just around the corner, although as I pen these notes it is the most beautiful day and an Indian summer is upon us. (where did this expression come from?)

There is now a full complement of T Register committee and seconded members, the meetings are always lively, full of positive ideas and actions all seeking to ensure that we continue to enjoy the company and the benefits of being a T Type.

There are plenty of T Register events being lined up for next year, all the usual ones with maybe a few more in the pipeline.

Drive safely, do the winter jobs carefully and the safety checks, until the next time in January 2012.

Best wishes  
John Ward  
Editor

## FRONT COVER

This month's cover shows a picture of Keith Doherty's superbly prepared TF 1500 resplendent in metallic green showing its paces on the new GP circuit at Silverstone this year.

Keith has had GSL 337 since October 1999 and although it had no history with the car, it was almost concours when he bought it. Perchance someone out there may know of its previous history and owners, I am sure he will be more than interested to hear from you.

In 1997 Keith was a man on a mission, ardently searching for a TF 1500, his brother had one in 1960 and he had wanted one ever since.

It took him a couple of years to locate his car finding out about some interesting places in the country in the process. He now admits it was quite fun, taking along with him a checklist and a pair of overalls and thoroughly going over any number of cars before he eventually found the right one.

He has now done over 20,000 miles in it since purchase, surpassing this figure on the Autumn tour to Skipton this year.

It cannot be described as standard, it had a 3.9 rear axle when he bought it and since then he has carried out a number specification changes mainly to enhance the performance and safety of driving a classic in modern conditions, this year he has ordered a 5 speed gearbox which he hopes to fit this winter.

Keith and Hilary thoroughly enjoy the car, have attended most of the T Register weekends and particularly like the trips over to the continent and of course not to mention Silverstone every year.

## NEWS AND EVENTS

### RECENT EVENTS

#### THE T REGISTER T PARTY AT THRUXTON 30<sup>TH</sup> JULY 2011

##### Report and photographs by Chris Sundt

Some 20 T-Types gathered at the Thruxton racing circuit on Saturday 30th July for a T Party – bringing back memories to your scribe of interesting (and often cold) days spent marshalling there in the 1970s. After a dull and damp start the sun predominated allowing people to relax in shirtsleeves while watching some close racing. The highlight of the day was the chance to drive the circuit during the lunch break with some 15 T Types taking up the opportunity.



##### Approaching the chicane at Thruxton

The MGCC had a reserved parking area behind the banking opposite the start-finish line and everyone perched on top of the banking with some impressive picnics in view. There was much banter and renewal of acquaintances from the European Event at Spa, the Brooklands Reunion and other recent events and natters. Barry Knight did a great job shepherding us round and making sure all was in place. Along with the T Register banner, the TA 75<sup>th</sup> Anniversary banner was prominently displayed.



### **T Types picnic in style at Thruxton**

On the track, the Motoring Classics Thoroughbred Sportscar Championship was headed by Spencer and Russell McCarthy in their MGBV8GT and MGA – appropriate as the meeting was dedicated to their father, Roy McCarthy, but their victory was hard-fought. A highlight of the meeting was the HRDC Touring Greats race, featuring mainly pre-1960 saloon cars and GTs that ranged from XK120 through Austin A35 to a Fiat Abarth 850TC – and included unlikely racers such as a Rover 105S and a Volvo Amazon

All in all a pleasant day in convivial company – those of you who didn't go missed a great day out. Roll on the T Party next year – perhaps we should have one at every MGCC race meeting

**Chris Sundt - August 2011**

### **THE T REGISTER AUTUMN TOUR TO**

### **THE YORKSHIRE DALES**

**9<sup>TH</sup> TO 11<sup>TH</sup> SEPTEMBER 2011**

### **Report by Graham Walker**

This ever-popular weekend event goes from strength to strength, judging by the numbers and enthusiasm shown by the T Register

owners and partners who attended this hugely enjoyable and superbly organised weekend.

Grant and Barbara Humphreys have for the second time accepted the burden of putting together accommodation and activities for us all, and we owe them our grateful thanks.

The Coniston Hotel was admirable in its location, facilities and food, and the hotel staff were always ready to help.

Fifty five T Types arrived just outside Skipton from all corners of the country during Friday afternoon, comprising eight TAs, eleven TCs, twenty two TDs, and fourteen TFs.

After gathering in the bar, we were welcomed by Grant and Barbara and the outline of the weekend was explained. A new feature this year was a raffle, with prizes donated by John and Lesley Spencer. It was agreed by all that the proceeds should go to Help For Heroes, and such was the support that £410 was raised, so very well done to all.

The weather held fine on Saturday after some overnight rain, and was exceptionally warm, so we were able to appreciate the wonderful scenery of the Dales via some winding roads through the National Park that definitely needed local knowledge to uncover. Notably, all villages appear to have at least one if not more, attractive pubs!

At lunchtime we crowded into Bolton Castle for a sandwich and drink and a quick look round the castle which was "slighted" by Oliver Cromwell.

The only breakdown during the day was an exhaust manifold leakage, fixed at the roadside.

Before dinner on Saturday, we were treated to a private viewing, "close-up and personal" of the Coniston Hotel falcons, comprising a hen harrier, a Harris hawk, and an eagle owl.

On sitting down for the gala dinner on Saturday evening, we were all amazed by having a mug decorated with the correct model of car for everybody as a present! They are certainly mementoes to keep for the future.

Liz and Darren Alsworth from Kimber House were our guests, and Liz as Membership Secretary spoke of the dynamic and enthusiastic atmosphere at Kimber House, with its emphasis on the Club's members being at the heart of everything.

Geoff Matthews, our chairman, spoke of the need for more electronic communication if we as a register were to continue to thrive.

T Register News was well received by the members, but he questioned whether it was effective use of our resources to be offering books etc through our Regalia Section, many of which were available from other sources. Regalia should be a little more focused on things specific to T Types and perhaps the things that would assist in what we undertake in our cars

Presenting the trophies, the Malcolm Hogg trophy is awarded in alternate years to exploits in racing or restoration. This year the lucky man and worthy winner was Stuart Penfound for his 40 year restoration of his £70 TA.

The Montague Burton Trophy is awarded in recognition of support shown to the Register, and this went to Sue Scott. Sue has been a consistent supporter over the years when she and Alan attended with "The Black Pig" (TC DBP, now in the custody of Geoff Matthews),

and she and Alan still continue to maintain their contact and friendships with the register through the purchase and use of her TD.

Presenting the Secretary's Award for past services to the Club, which is solely at her discretion, Sally Silcock awarded it jointly to David Butler for his 9 years as chairman, and to Chris Sundt, who has served as secretary for 10 years. Unfortunately, neither was present to take the award.

The chairman recognised the hard work of Grant and Barbara, and summed the event up as the best ever!

The evening finished after an illustrated account by Paul Critchley of how he uncovered the history of his ex Reg Harris, ex-Harry Crutchley TD MNE 4, and its entry in the 1952 RAC rally.

Sunday stayed mostly fine, but we were threatened later by the advancing gales. We cruised anticlockwise around different parts of the Dales, via Pateley Bridge and Hawes, after coffee at an amazing old pub with the only cruck barn built for 400years.

The final run over Buttertubs caught out some of us stragglers with horizontal rain and gales, but once down at lower level, we soon dried out.

Almost all the participants stayed on to depart on Monday morning, partly thanks to the good deal done with the hotel by Grant. However, the weather soon turned into the most ferocious gale that many of us had encountered. This did not lessen much for those going south; those going north must have had a torrid time. We hope everyone made it home safely.

So ended a memorable weekend, with most expressing a desire to "see you next year in the Cotswolds!"

**Graham Walker**



**THE ASSEMBLED T TYPES**

Photo by Bill Silcock



**LUNCHTIME STOP AT BOLTON CASTLE ON SATURDAY**



**WILL IT RAIN TODAY?**

Photos by Graham Walker

## **FORTHCOMING EVENT 2011**

### **PRACTICAL SKILLS WORKSHOP**

Unfortunately due to unforeseen circumstances this will not take place on **Saturday, November 12<sup>th</sup> as previously advised**. Maybe next year when we can source a suitable and accommodating venue we will be able to organize this popular session again.

## **FORTHCOMING EVENTS 2012**

### **MG INTERNATIONAL SHOW**

#### **STONELEIGH SHOWGROUND WARWICK**

#### **SUNDAY 19<sup>TH</sup> FEBRUARY 2012**

Once more the T Register will be in attendance at this first major event of the year. More details at a later date.

### **T REGISTER REBUILD 2012**

At the time of going to press we are not able to confirm the final date or venue for our annual rebuild seminars or the date of the AGM.

As soon as such detail is to hand it will be widely published in Safety Fast T Register Notes and on the T Register website [register.org](http://register.org)

### **THE AUTUMN TOUR 2012**

Still a long way ahead but reading about the success of this year's Autumn Tour in the North Yorkshire Dales and the growing popularity of this event it is advised to book well in advance to avoid disappointment.

So here we have it, next year we are going to the North West Cotswolds from Friday 7<sup>th</sup>

September to Sunday 9<sup>th</sup> September (with options to stay another night).

Arriving at the hotels before dinner on the Friday there will be a full day on the Saturday exploring south westwards along the 'Cotswold's Scarp' with all its interesting villages, small towns and twisting lanes and views over the Severn Valley, then back to base for drinks, canapés and the Gala Dinner.

On the Sunday we will explore the Vale of Evesham, via Bredon Hill and beyond, circumnavigating the Malvern Hills before arriving at the National Trust property at Croome Park near Worcester which is set in 'Capability' Browns first complete landscape.

Two hotels have been reserved, one in the hamlet of Farncombe on the edge of the escarpment, the other nearby in the delightful town of Chipping Camden.

The main hotel will be The Dormy House Hotel which is a privately owned converted farmhouse with 44 rooms in Farncombe set in a delightful rural environment. This will be admirably supplemented by The Kings Hotel in Chipping Camden which has 13 rooms and is situated in the heart of this pretty Cotswold's town. Both of these hotels have ample private parking facilities.

However as The Dormy House can only provide 27 rooms on Sunday the 9<sup>th</sup>, it has been decided to make the main event a two night stay, the tour finishing after the afternoon run on Sunday to Croome Park.

This will give the option for those who wish to stay on another night ample time to return to the hotels and for others to begin the return journey homeward.

The accommodation at The Dormy House will be £196 per room per night for dinner, bed and breakfast for two nights and £165 per room for the Sunday evening for those able to stay over.

The accommodation at The Kings Hotel will be on a bed and breakfast only basis at £160 per room per night. The cost of the Gala Dinner at the Dormy House will be £39 per head, transport to and from will be provided. Other meals can be taken there or at the Kings Head in their restaurant/brasserie.

At this stage expressions of interest should be made to Graham Brown, preferably by e-mail at [graham.sue358@btinternet.com](mailto:graham.sue358@btinternet.com) in order to obtain an entry form which will provide details for making a hotel reservation and the cost of the entry fee for the tour.



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## COMPETITION NEWS

### **Etretat-Benouville Hill Climb, Normandy, 27/28 August 2011. Report by Tony Smith**

Etretat is a small town north east of Le Havre, which for centuries has been a seaside resort. It is a mirror of those on the Channel coast of England, it even has the same chalk cliffs as Dover.

The Etretat to Benouville event is organised by ASA Cote D'Albatre and Michel Deldon who must be complimented on their dedication and friendliness. I look forward to this hill climb all year long, the organisation, facilities and atmosphere can only be French!

It all gets going on Saturday morning at 09.00 at the town hall in Etretat with sign-on and scrutineering. Experience has taught me that this rapidly becomes a bit of a bun fight so we are there early and first in the queue. Sign-on goes well and along with all the bits and bobs is the customary bottle of potent fizzy apple wine. It always strikes me as strange to get given alcohol at the start of an FIA sanctioned event.

I am first to be scrutineered and all goes well except that Martin Price's TA and Ian Potts TC both fail for lack of a catch tank. Again in a very French manner they still get signed-off scrutineering stickers along with instructions to fit a tank, as they will be checked before the start. Ian dives into a nearby general store and comes out with two 1L bottles of lemonade which is hastily poured down the roadside drain. The bottles are fitted to their breather pipes with tie wraps in anticipation of their pre-start inspection. As you have probably guessed, the catch tank inspection never happened!

The 'track' is 1½ kilometres of public road between the towns of Etretat and Benouville and closed by decree of the mayor of Benouville. The road is well surfaced and has

Armco barriers at all the vital spots, to prevent cars going off the road and down the steep valley sides.

The paddock is at the top of the hill and is a large farm field bisected by a metalled track. Following the heavy rain of the previous week the field is a little muddy so the high ground is prized and sought after. We staked out our T type hillock next to a large contingent of Frazer Nash's, there is no formal organisation of the paddock and it can all become a little chaotic.

That said, the camaraderie, good humour and the inevitable crack, makes the paddock a great place to meet other competitors. By the entrance to the paddock there is a large all day snack cafeteria along with a bar where they have a novel manner of circumventing French licensing laws.

There were six MG's entered, the three T types of Ian Potts, Martin Price and myself along with the PA of Andrew Morland, the L Magna of Roger Turner and the PB of Jeanne Temple.

The first of Saturday's three runs starts at midday with an untimed practice run. The cars are marshalled in number order at the top of the hill, driven down the hill past a house with a dog, which gives each car as it passes, a good old barking, it must have a sore throat by Sunday.

The start is slightly different to normal UK events as there is a red light and a large digital countdown clock which turns the light green at zero after which you have the customary 10 seconds to start. You do not need a timing strut as the French have worked out that whatever triggers the light beam at the start will be the same part of the car which triggers the beam at the finish.

The first start was delayed by wasps on the start line! Please don't ask me why, I have no

idea, but this necessitated calling out the local fire brigade who deployed their fire engine with some gusto. The second practice run, which is timed, was delayed due to problems with their timing gear and from the results they did not get it sorted out immediately as there were some impossible times for some cars! This practice is followed by the first of three competitive timed runs.

Sunday morning is given over to a French championship series followed by two further timed competitive runs for our visiting group in the afternoon. The prize giving then takes place in the paddock bar where everyone gets a prize, yes you guessed it, more alcohol.

The visitor's results were dominated by a group of pre-war Morgan 3 wheelers with a best time of 58.00 seconds by Sue Darbyshire. In comparison I was the fastest of the MGs with my TA Special at 67.30 seconds so you can see just how quick those little Morgan's are.

Times for the other MGs were Andrew Moreland/PA at 71.49, Ian Potts/TC at 73.83, Martin Price/TA at 76.96, Roger Turner/L Magna at 84.99 and Jeanne Temple/PB at 100.74 seconds.

Another great event, why not join us next year? You can contact me for details at [ltm.smith@btinternet.com](mailto:ltm.smith@btinternet.com).



**Tony Smith, Martin Price and Ian Potts at the B&B before going out to play at Etretat.**



## WISCOMBE PARK SPEED HILL CLIMB

10<sup>th</sup> September 2011

Report by Chris Sundt

The Wiscombe Park Speed Hill Climb takes place up a private drive nestled in a valley in the east Devon hills courtesy of the Chichester family – a really lovely spot not far from Beer that can be difficult to find. The MGCC South West Centre runs an event here in September every year that includes a round of the Luffield Championship. Competitor's cars covered everything from a 1934 Hotchkiss through a heap (swarm?) of Caterham 7s to a 2011 Porsche Cayman.

The hill is quite short (about 1000 yds) with a sharp left hand bend at the start, a wiggly straight across open fields before entering the woods and a right-hand hairpin before a short blast up to a tight left-hand hairpin near the finish.

This year there were only a handful of T Types competing, with a smattering of MMMs and a host of Midgets and MGBs of various types in the Luffield Championship. The day started with a very damp and greasy hill after heavy overnight rain and a dull, misty start to the morning. Indeed, there were occasional brief showers before the lunch break, when the weather began to clear and the lower part of the hill, in the open, dried out – but the second half through the woods stayed dampish. Hence times improved steadily through the day. Indeed, the timed runs after lunch were, on average, over 5 seconds faster than the morning practice runs for most

Of the 4 T Types present, 3 ran in Class 2c – David Butler (TD Special), Chris Pamplin (Dargue MG) and Richard Pinkett (MG TA). Andrew Cox ran in Class 2d in his supercharged MG TC – and was comfortably fastest in his class with a best time of 54.85

**Tony Smith giving it all .....**  
Report and photographs courtesy Tony Smith



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Ian Baxter in the 1935 MG Bellevue Special was also in good form until the gearbox cried enough on his second run.

David Butler and Chris Pamplin have been swapping fastest times all season. On this occasion it was Chris Pamplin who scraped home 0.15 seconds in front with a time of 58.91 to David Butler's 59.06 seconds. Richard Pinkett improved to 69.54 in his TA.

The photographs show the cars on the hill and give an idea of the setting. All in all this is a great little event in a beautiful setting – especially when the sun shines. Why not come and watch next year – bring a picnic and enjoy the scenery as well as a great day's competitive sport.



**Richard Pinkett in his TA on the hill**

Photos by Chris Sundt



**The Dargue MG of Chris Pamplin**



**David Butler coming through the woods in the TD Special**

## **PRESCOTT SPEED HILL CLIMB**

**2nd October 2011**

**Report by Tony Smith**

I sit here writing this, central heating on, trying to come to terms with the change in temperature, down from 28 to 12 degrees. From idyllic shirt sleeve T type weather to two jumpers and a woollen hat, all in less than a week.

This time I ditched the trailer and drove the TA the 80 miles from my home and because the Tom-Tom told me it was nearly two and a half hours 'avoiding motorways', I was away in the dark at 05.30. In the end it took less than 2 hours, but what a beautiful drive, with the sun coming up behind me at 06.30ish. The route through Stow on the Wold and Chipping Norton was breathtaking, one minute driving along hillside ridges looking down on the mist in the valleys, the next plunging down into twisty forested roads, all devoid of other traffic. Coming back was nearly as good if you ignored the masses of traffic and the jam caused by the road works in the centre of Chipping Norton.

As ever Prescott was wonderful, the cars, the hill, the setting, the crowds, the attractions, all came together with the glorious Indian summer.

What sets this event above all others is the detail that the Bugatti Owners Club put into this two-day spectacular. It is billed as The Autumn Classic and this year had an American theme. There were 'flat head' street rods, live rock and roll and jazz bands, with displays including mighty dragsters, Indy cars and Harley and Indian motorcycles. Certainly worth a visit was the wall of death, a traditional fairground attraction with not only motorcycles defying gravity, but also an Austin 7, didn't think it would get up enough speed to 'stick' to the wall, but it did.

There was also a selection of steam cars which during the lunch break gave several demonstration runs. At the start they are a bit like electric cars, with massive torque at low engine revolutions, so they make unexpectedly rapid get-aways, all with just a slight hiss of steam.

Unfortunately I could not make it on Saturday but there was every sort of car competing on the Sunday. From classic Mini Coopers, Cooper-Jap's, aero-engined specials, single seaters and of course many Bugatti's, in fact something for every taste. Best of all you can get up close to them and chat with their owners in the tree lined paddock where many basked in the sun whilst enjoying a traditional picnic on the lawns. It is truly an event for all the family and I rate it way above anything the over-commercialised Goodwood has to offer. Life for a petrol-head does not get much better than this.

This is not a round of the Luffield Championship so there were just four MGs in the pre '55 class, my TA Special, Ian Potts TC and Howard Harmans PA. There was also a most unusual MG special built in the shape of

a MMM two seater but with rack and pinion steering and a 2 litre 6 cylinder engine, all the way from France.

The hill at Prescott is just 1127 yards long and from the gentle incline at the start gets steeper after the deceptive negative camber of Orchard Curve. I dream of taking this curve without lifting but the back end and steering feedback tell me that would end in tears.

This leads into Ettore's Bend which is a 180 degree plus corner with a tempting gravel trap on the outside of the exit. For me, currently on Blockleys, this corner along with others is a real 'slider' which feels spectacular but loses lots of time, I think my previous Avon Turbospeeds were better and probably is why I am now half a second slower to the top.

Ettore's is followed by a steep approach to Pardon Hairpin. The incline helps with the braking from the fastest to the slowest part of the track at this ultra tight hairpin. The gradient at the apex is so great that it has to be avoided to keep at least three wheels on the track and stop the chassis from grounding. Even taking the wide line the TA loses traction on the inside rear and it seems an age before the tyres hook up again on the steep sun-shaded exit. Then it's a flick through the first part of the Esses with the rumble strips sending shudders through the steering wheel and into the second much tighter left hand part of the corner.

Finally it is the Semi Circle where you just need to be brave as the outside edge shows only sky with a hidden 45 degree drop into the valley below. You don't want a car that understeers on this corner unless you have nerves of steel. The finish line follows with the return road giving time for thought on what you did wrong as you drop back down to the paddock.

I managed a time of 63.04 but was beaten in a class of 15 by an 8.0 litre Curtis aero-engined special at 62.36, a Gnat GN Special at 61.98, a BMW 328 at 58.20 and a Martin-P

Norton single seater at 55.35 seconds. Howard did 66.52 in his PA and Ian 67.84 in the TC. The French MG special did 68.42. I was pleased to beat the 1.5 litre Aston Martin Le Mans at 69.26 and the Austin 7 Eccles Special at 68.35 seconds.

The elusive sub one minute time remains my challenge at Prescott and until I have been on one of their training days and found a tyre more suitable than the Blockleys, I suspect it will remain out of reach. The pictures this time are general shots of the paddock, not to show any car in particular but to convey instead, the delightful carnival atmosphere that pervades at Prescott.

That's all for this season, but what a way to finish. Next is a winter of fettling and servicing the TA ready for 2012, must do the kingpin bushes which I have been putting off for the last 24 months.

I hope you have enjoyed my reports this season and you have a flavour of hill-climb and sprint motorsport, enough I hope to encourage you to take part. We always welcome and help new starters, there is even a rumour that the T Register Chairman, Geoff Matthews, might be joining us. The winter is a good time to plan for next season and you can also use Christmas to get all the stuff you are going to need in 2012.

Contact me if you think I can help, I have print-outs which show just how easy it is to get your competition license and enrol in the Luffield series. You can reach me on [ltm.smith@btinternet.com](mailto:ltm.smith@btinternet.com)

Tony Smith

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## **A CAUTIONARY TALE**

### **Or don't mess about with French birds!**

Last time if you recall we featured on the front cover of TRN a picture of Peter Cole's beautifully turned out TD. This has prompted John Bloomfield to recall that this was once not the case and has sent me a wee anecdote about an incident which took place on the T Register Tour to Dunkirk and the Normandy Beaches in May 2007.

A line of T's were heading back to the hotel alongside a canal, unbeknown to them, they disturbed a gaggle of large sea type birds of dubious French origin who promptly took off in fright. They then assumed a line astern formation down the centre of the road alongside the canal moving ahead of and away from the following T Type convoy.

Suddenly one of them peeled away from the pack and turned to face the oncoming intruders. With the precision of the bomb aimers of 617 Squadron it proceeded to drop its load of sweet violets from radiator to stern onto the lead car; being being none other than the said Mr Peter Cole's TD.

Frantic attempts ensued, amongst the mirth and amusement of fellow travellers, to hurriedly clean up the carnage with canal water and get the offensive droppings off both the paintwork of the TD and the said person before permanent and irreparable damage was done.

Note from editor

I overheard that there is another chapter to this story concerning a certain collapsible bucket used in this operation but full and concise details are not available for print.

Photo courtesy of John Bloomfield



**The clean up operation in full swing.**

**Peter and Gillian hard at it, is that the infamous collapsible bucket to hand?**

## **THE HINTS AND TIPS COLUMN**

I am indebted to Don Harmer my compatriot editor of **The Southeastern MG T Register of New England** for sending me a copy of his monthly jottings aptly named **mgTalk** .

From time to time members pass on their tips and experiences and this month I found this piece worth sharing with you as it appertained to my recent problems with the TF.

With many thanks to **The Sorry Safari Touring Society** who I am sure will not mind me passing on this sound **Tech Tip of the Month**

The next time that you experience an erratic idle on your twin carbureted MG, don't blame the SU's and go messing with the idle speed adjustment. First, check the tightness of the studs holding the intake and exhaust manifolds on the engine. Loose stud nuts can cause a vacuum leak and that will raise the idle speed. When the engine heats up and things expand the leak may go away or become less prominent. When the engine is cold, the leak is greater and more need for the manual choke to make things run right.

I experienced this frustrating situation on my Sprite: high engine speed followed by low engine speed, just erratic.

Finally one day I opened the hood (bonnet to us) to attend to the situation and heard a sound I assumed was a noisy alternator belt which no amount of fussing would help. Revving the motor made the sound go away.

An open end wrench showed that the stud nuts were loose enough to allow a vacuum leak. Tightened up, the engine idle speed settled down to 1,000 revs and now the idle speed is wonderfully predictable.

The lesson learned is to check the intake manifold fastenings and any other fittings that could cause a vacuum leak **before** attacking timing, mixture or idle speed.

This is all simple stuff, right?

## TA 75<sup>th</sup> ANNIVERSARY

Just one final item on this momentous year for T Types and the birth of the TA in June 1936.

The TA shared this occasion in 1936 with another British icon, the Battle of Britain *deus ex machina*, the Supermarine Spitfire.

In 1916 a young design engineer called Reginald Mitchell joined the then new company called Supermarine Aviation Works Ltd at Southampton.

From that time forth the company went on to develop and build single engined amphibious aircraft and twin engined flying boats, but the main lure being to compete in and win The Sneider Trophy the most coveted prize in aviation of that period.

Mitchell was engaged on such projects during that period and whilst working closely with the air ministry and the RAF designed and

developed, with the help of Merlin engines, the fastest and most deadly war machine of its day, The Spitfire.

The first prototype Spitfire took off from Eastleigh Aerodrome on **March 5<sup>th</sup> 1936** piloted by Mutt Summers, Mitchell was there but was already ill with cancer and died in June 1937 at the age of 42 so he never witnessed the spectacular success of his creative genius.

There is some peculiar irony that our man Kimber likewise never saw the final outcome of his creativity with the amazing success story of the post war T Types.



Air Ministry  
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**IN 1936**



David Gill (TF VPB 438) has set out upon a one man crusade to create a portfolio of every TF he can find. This batch were snapped at the T Register Tour in 2010 to Mid Wales

And whilst on the topic of TF's I could not resist this one of yours truly at the Goodwood Revival Spectacle in September this year.

## **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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