



'T' REGISTER NEWS

NO. 5 JANUARY 2012



THE CANADIAN LH DRIVE TF OF TONY KNOWLER

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

Hello "T Typers"

I have no idea where 2011 went and, no doubt 2012 will go the same way but I console myself with the fact that I must be enjoying life or time would drag!

I hope you agree with me that 2011 was a good year for the T Register with a number of well attended and very enjoyable events. We are already planning a number of good outings for next year so keep your eye on the website and also TRN which I feel has quickly become a worthy successor to TTT, many thanks are due to our hard working scribe, John Ward and his small band of helpers. Our Treasurer Gillian Smith has also been active on our behalf and is keeping Kimber House on their toes!

As you may know we had Liz Allsworth (Membership Secretary) as a guest at our Autumn T Weekend and I feel this did make a considerable impact on our relationship with all the Head Office Staff, who do a great job for the Club and our thanks and best wishes of the season go to them all.

In my first year as your Chairman I am particularly indebted to all the members of our committee, both elected and seconded, for all the help and advice they have given, I just hope I am coming up to scratch!

Before finishing I must also mention a small change in direction for our regalia. We have decided to reduce our range of goods so as to concentrate on exclusive items which can only be sourced through the T Register and our first offering in this vein is a delightful range of T Type mugs. Full details are available on the website and if you missed the opportunity or did not get them for Xmas contact the Regalia section and get yours now. We have Grant Humphries to thank for sourcing these superb mugs and they are available in different

versions for each T Type model TA/B,TC.TD and TF or order all 4 for a discounted price .

Finally, may I take this opportunity to wish you New Year seasonal greetings from myself and the T Register Committee and all the best for a great T Type 2012.

Best wishes

Geoff Matthews

TRN JANUARY 2012

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EDITORIAL by John Ward

Firstly, echoing the words of the Chairman, here's wishing a healthy, happy and prosperous New Year to all our readers

As another year dawns, I am always pleased to note when we pass the winter solstice, in theory at least the nights have begun to get shorter and planning in earnest can begin for the year's MG activities. That being said we already know dates for Stoneleigh, Rebuild, Silverstone and of course the Autumn Tour.

This issue heralds the second year of TRN, it was a bit chaotic at this time last year but suffice to say it seems that the effort was all worth it and most of you have been very supportive and continue to enjoy the present style and format that we have established.

Notwithstanding, if anyone has some constructive ideas and suggestions as to how we can improve and change things to maintain interest and T register enjoyment, I would be very pleased to hear from you, after all the magazine is for you.

Now that the festives are over and this edition is in the can then time to get to grips with the TF which is still in need of attention and the matter of low compression in pot 3. All the usual signs are there but I do not want to take the head off and dig deeper unless I am sure it is necessary.

There is still a lot of activity in the age old tradition of taking apart and rebuilding T Types (it's amazing what lengths guys go to avoid watching the box) I personally know of 2 member's cars, a TA/TC and a TD that are in the course of major rebuilds, maybe some of their experiences and tips can be passed on to us for future reference. Although the basics are still the same, it is the ways and means that have changed somewhat over the years.

It appears that we are never phased and still able to renovate and keep alive the structure and the mechanics of T Types but sadly it is not the case for T Typers with the seemingly regular announcement of the demise of some long standing friends of MG. It was recently reported that the well known racer Dave Clewley had succumbed to the cancer that had plagued him for some while and Keith Hodder's wife Maureen sadly passed away at Xmas.

But to the future.....

With the T Register AGM coming up again shortly, good to report that the new officers appointed last March have all settled well into the task and continue to give us their unstinting time and dedication. It is sometimes not appreciated just how much time and effort is expended on our behalf. Under Geoff Matthew's chairmanship ably supported by Secretary Sally Silcock, the Register Committee is getting to grips with a number of important issues, and with the purse strings in these economic times being under the watchful eye and stewardship of Gillian Smith.

After the 75th anniversary of the TA last year, it seems a little quiet on that front in 2012 but next year of course is a different story, the T Register came into being in 1963 with the first edition of "The Bulletin" being published in April of that year. Finish all those rebuilds for next year so as to be there.

What else does this year promise or even threaten for T's, the Ethanol question rumbles on, Peter Cole is monitoring developments on our behalf and there was a very comprehensive article based on a visit to Burlen Carburettor Works in January's "Safety Fast". There is also a session at Rebuild on this topic with an update by Paul Ireland, a long time campaigner in this regard.

Until next time..... John Ward



David Ian Clewley 1944 - 2011

Sadly, David Clewley, well known T-Racer lost his courageous fight against cancer on 5th December 2011.

David was brought up in the Castle Bromwich area of Birmingham, where he discovered some of the joys of life that were to shape his future. An Aunt taught him about the countryside, and by the age of 6 he could identify most birds and flowers. He became interested in cycling, mainly for transport to and from Bishop Vesey Grammar School in Sutton Coldfield some 6 miles from home. Invariably he arrived late and was quickly given his first 'management' position – form registration monitor. His tendency to be late ran through his life and his dinner invitations were always brought forward by half an hour! Whilst at school he also developed an interest in rock climbing and mountaineering which in later years led on to his

becoming a very good and adventurous skier. After leaving school, he eventually found his way into the Brewery Industry, firstly with Bass in Birmingham during which time he qualified as a Chartered Surveyor. He moved to The Wolverhampton and Dudley Brewery, where he found enormous enjoyment and fulfilment, progressing from Assistant Estate Manager to Director of Marketing and Development. Eventually he retired as Property Director in 2003.

After a brief flirtation with an Austin Seven special, he bought an MG TC, which inevitably he modified and in 1968 he started his first race at the MGCC Silverstone meeting. He quickly developed the skills and the car to be a front runner in T-Type racing, culminating in his first championship win in 1970. A second championship came his way in 1974 in the MG TB, this time against much stiffer and better prepared competition. David's sheer pace, car control and attention to detail in the preparation of his car made him a very difficult driver to beat, whether in races, sprints and hill climbs or trials.

A change in regulations sidelined the car in 2001; this setback led David to the purchase in 2003 of the Parson MG – one of the XPAG Specials. The Parson was built around a tubular chassis (designed for an MG record car) with 2 seat sports racing alloy body. He developed this car over a number of years and was invited to race in Australia, at the Australian GP and Philips Island. When he retired he bought the ex-Stirling Moss Cooper Alta, and although Moss himself found the car disappointing, David achieved some very creditable results often against full 2.5 litre GP cars from the mid 1950s. He continued development of this car, racing at many European tracks including Monaco 2008 and right up to what proved to be his last race, the Richmond Trophy at Goodwood on September 19th 2011, shortly before he died.

David's interest in the countryside meant he was never going to live in an urban environment, and despite a busy working life, and racing most weekends, he still found the time and energy to restore three houses. The final one Sunnybank at Leysters near Leominster providing him and his second wife Rachel with the country estate they desired. He became a very competent horseman, and enjoyed hunting with the North Cotswold Hunt. He was a keen fly fisherman and a good shot with both shotgun and rifle.

David will always be remembered as someone who lived life to the full, and all who met him, from whatever station in life, were touched by a special person. He always took any setback on the chin and looked upon it as an opportunity to succeed rather than to fail; it was very difficult to upset his equilibrium. Cruelly his cancer became very aggressive at the end. He had so much he still wanted to achieve, he left unwillingly.

Pete Cresswell and Nick Taylor

.....and from another racer of his day

I first met David in 1965 on a T Register trip to Le Mans which I and Andrew Roberts had organised. He joined us in one of his TCs, though we split up afterwards as Andrew and I went off to Spain and Andorra. However we met again as we re-entered France on the way to Clermont Ferrand, at a BP garage in the foothills of the Pyrenees as he was going to Algeria.

Then in 1968 he burst upon the T Racing Championship at Silverstone that year and I think this was the only year that I beat him as by 1969 he had developed his car into a race winner and he continued in that vein through the 70s, 80s and 90s, especially after fitting the Sprintex Supercharger that became somewhat contentious. This displeased Dave who withdrew it from racing and he turned his hand to the Parson MG and a single seat Cooper Alta that my 2nd cousin John Cooper designed for Stirling Moss in 1953. John was Sports Editor of Autocar magazine then and no relation to Cooper GP. Dave campaigned this car at The Goodwood Revival and Silverstone Classic meetings and the Parson at MGCC meetings right up to September 2011.

He and I enjoyed each other's company, especially at the T Racers Dinners, which peaked to excess in the late 70s at a hotel just outside Alcester. Long were our battles with water pistols, bread rolls and other armaments! He also loved trying out other driver's cars, both on and off the track.

David fought his last battle with prostate cancer with his usual stoicism and humour. He died in early December and his funeral on December 15th was attended by over 200 people.

It appeared that his TC Racer was his favourite as it was outside the church gate at his funeral.

Farewell, mon ami and mate, RIP.

Paddy Willmer.



FRONT COVER

Ever since I inherited this most worthwhile of occupations being the Editor of all things T Type within the Register, I have had a regular communication with an xpat with an xpag in Alberta Canada. Tony Knowler who originally hailed from Plymouth has resided in Canada for more years than he probably cares to remember

Our front cover picture this time is the TF now owned and cherished by Tony since September 2009 but the story behind its acquisition goes way back as he relates in his own words.

'The Fifty Five Year Dream'

In 1955 whilst in the UK, I purchased a copy of a newly published book "Kings of the Road" by Ken Purdy in which there was a chapter entitled "The MG and how it grew" which included a black and white picture depicting "The MG Midget - probably the most famous sports car in the world" - this book still being in my possession. For fifty five years this picture has been stored in the deep recesses of my memory but never forgotten.

In September 2009 I was walking out through the house garage of another 'Brit' who I was visiting for the first time on a totally unrelated matter. I noticed a dust cover on an obviously shaped automobile looking object. Upon asking what it was he informed me that it was his MGTF, he pulled back the cover and exposed the car - there it was the car of my dreams!

He said he had owned it for over 30 years but was going to very reluctantly have to sell it as the arthritis in his legs prevented him from getting into it anymore. He told me that it was completely original with no previous restoration being carried out even down to the ash framing. Although it was built in November 1953, being a North American

export model (LHD) it did not arrive in Canada until 1954 when it was first registered.

The car had been stored for at least 5 years, the engine and gearbox had been rebuilt 6 years prior to that and the mileage was a genuine 78,787. To cut a long story short, I had to have it and a deal was quickly struck.

Since that time and following the necessary fettling to get the car into a roadworthy state nothing was needed beyond cleaning, polishing and preening to get the car into its current pristine condition.

Well that is other than I decided to install an MGA rear axle with a 4.3 differential due to the long straight flat highways in this part of the world. Since I also wanted to add wire wheels I found ones with the longer drive (half shafts) which meant changing the brake drums and a complete overhaul of the braking system ensued.

Oh and the big front spot is also an addition to provide illumination of the wild life out here like deer, moose, elk, bears and the near side ditch, there being no hedges or walls.

There you have it.....a fifty five year dream can come true.

Tony Knowler

Editor

Tony still makes regular trips back to the UK and although he is beyond the three score years and ten milestone, not so long ago he successfully completed a course in a Formula Renault at Calgary to obtain a Canadian International Racing licence, did a steam engineman course at Minehead UK and tells me that following major surgery for which the pass rate is only 5%, his ignition system is completely monitored electronically by a medical centre some many miles distant who are able to regulate and treat any changes in his condition 24 hours a day.

NEWS & EVENTS

THE LUFFIELD CHAMPIONSHIP

On the competitive scene many congratulations to our regular stars of the sprint and hillclimb paddocks: David Butler and his TD Special won the Southern Series (Windmill & Lewis Cup) of the Luffield Speed Championship 2011 and Tony Smith in his strikingly splendid XPAG/TA Special won the National group 3 < 1500 Class. They will be presented with their awards at the Annual Dinner on the 25th February.



THE 2011 RACING SCENE

Review by Jonathan Harmer

Competition Secretary

2011 once again produced exciting racing with T Types and MG Specials appearing at events in both the UK and overseas. Away from the circuits cars were keeping the flag flying at hill climbs and sprints.

The season opened at Oulton Park one of the best UK circuits - fast parkland setting and good for spectators. A wet practice was followed by a dry race with lap times dropping dramatically. A daring overtaking manoeuvre saw Peter House get past a rapid Tim Patchett to maintain the lead and win the race. The grid was graced by the beautiful Aston DB2/4 of Tim Stamper dicing with Nick Ashman in his TF.

Then on to Silverstone and MG Live. The action starts in the paddock with a superb display of T Types and Specials and of course the hospitality in the T Register tent. This year saw us on the Grand Prix Circuit due to the redevelopment that has removed the International Circuit – a great experience but no Abbey nor Bridge! With thirty four cars on the grid including T Types, Specials, Triple MMM's and the Brooke ERA this was surely the grid of the meeting.

The pace was fast and furious with battles through the grid. Alex Quattlebaum in the Leco setting the pace and winning the race, closely followed by Peter House and George Edney in T Types. Then came the Specials of Dave Clewley and Howard Maguire followed closely by the T Types of Jeff Marsden and Steve Barlow.

The next event was overseas at Copenhagen for the Historic Grand Prix weekend. Jeff Marsden, George Edney and Charles Harmer made the journey and George lifted the sought after Watch despite a coming together with a Danish T. Shows how tough the cars are! A truly great weekend in a lovely city with truly hospitable hosts.

The Bentley Drivers Club meeting is always a good day out with a huge selection of great cars. The MG's race with AC's and Morgans usually manages to spring a few surprises. This time Tim Patchett came in ahead of Alex in the Leco and Charles Harmer in his TF.

The action then moved to Donnington for two twenty minute races – the first of the proposed Iconic 50s Sports Car Series and what a good day that it turned out to be – a super grid including an XK120 a Jowett and Lotus and of course all the T Types and Specials.

Race 1 saw the Lotus home first with Alex Quattlebaum in the Leco the first MG followed by Peter House and Tim Patchett. Race 2 saw a similar result with this time George Edney coming third of the MG's after Peter and Alex. Even the weather was on our side!

Finally to Snetterton for the 4 Hour British Motor Heritage Relay Race. An event that we have supported for a number of years where we work as a team. Last year we came third – this year the handicappers were not so kind and we came nineteenth out of twenty seven!

Pilot Motorsport with Iain and Chris gave invaluable support as they have done all season and the ladies kept us going with refreshments and helped with the pit boards.

And so on to 2012. The Iconic Series is up and running and we will be having three races at least at MG Car Club events – come and see us it should be fun.

Jonathan Harmer January 2012

BROWN & GAMMONS

Investing in keeping MGs on the road

We embarked on a re-engineering programme 5 years ago in order to address the difficulties many MG owners encounter when trying to replace parts that are no longer available or of inferior quality. All the parts are manufactured in the UK and machined from superior quality materials in order that they last longer and in many cases improve the driveability of the car.

We haven't stopped here though. We currently have many projects on the go so watch out for more parts coming soon.

We are currently very excited about our biggest and most ambitious project to date - an XPEG block which we hope to have finished in April. For more details and up-to-date prices and availability please do not hesitate to phone our spares department. We can also offer a full fitting service in our award winning workshop.

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FORTHCOMING EVENTS

THE 2012 CALENDAR

STONELEIGH

Once again we will be hosting a stand at this, the first major event of the MG year, **The International Spring MG Show & Spares Day on Sunday 19th February 2012 at the National Agricultural Centre Stoneleigh Warwickshire CV8 2LG.**

The venue is 4 miles from junction 15 on the M40 and the doors are open from 10.00am to 5.00pm but note that advance ticket holders can get in from 9.00am and avoid the queues!

Tickets are £12.00 on the day (OAP's £10.00; under 16's free if accompanied by an adult) however only £8.00 plus £1.00 transaction if purchased in advance. Call the ticket hotline on 0871 620 7067.

Trade stands and autojumble, Club Displays, Cars for Sale and Pride of Ownership awards.

The T Register stand with our banner clearly distinguishable will be opposite Barry Walker's in Hall 1 where as usual you can buy regalia items and as always we will be providing facilities for members to engage in the "bring and buy stall". There is no commission charged and all that we ask is that the goods are reasonably clean and are clearly labeled as to the owner and contact details and the price being asked and a list of the items would be useful for the team managing the stall.

REBUILD 2012

The 22nd Annual "T-Rebuild" Seminars followed by the **T Register AGM** will take place on **Saturday 24th March 2012** at the **Heritage Motor Centre, Banbury Road, Gaydon, Warwks CV35 0BJ**

This venue is located very close to Junction 12 of M40, more details can be found on their website www.heritage-motor-centre.co.uk

This is a new venue for us and has the added attraction of providing inclusive access for delegates to see the many fascinating vehicle exhibits such as the historic "Old Number 1" widely believed to be the original MG and the XPAG-powered EX 135 Record Breaking MG Special.

The conference presentations programme will commence at 10.00am and finish at 4.30 pm, to be followed immediately by the Register AGM. The day will finish by 6.00pm. Delegate arrivals and registration can commence from 8.30am; entrance and reserved parking for Rebuild attendees will be at the REAR of the Centre Complex and NOT by the public entrance which is at the front.

In addition, there will be the usual Bring and Buy Parts Exchange & Mart run by Barry Knight, and Regalia Sales arranged by David Darrell and Roger Wilson.

The Agenda and details for the **AGM** will be published separately via the usual channels. Please contact the Register Secretary Sally Silcock at: treg.sec@virginmedia.com for any further information.

Programme

Subject to final details and arrangements to be announced at the end of January 2012 it is planned to have the following speakers and topics.

There will be two streams or themes of presentations running in parallel during the day, roughly described as '**Maintaining & Updating**' and '**Rebuilding & Improving**'. Delegates are welcome to switch between streams and sessions during the day.

Maintaining & Updating

- **Fixing regulators, dynamos & starter motors by Peter Cole**
- **Distributors, repair, rebuilding & modifying advance curves by Mike Harvey**
- **Rewiring your T-Type and similar age MG's by Keith Bush**
- **Modern Fuels and Ethanol E10, an update from Paul Ireland**

Rebuilding & Improving

- **How we (should have) rebuilt our TA's, by Stewart Penfound & Ian Linton**
- **Things I wish I knew before starting my TD rebuild, by Ian Ailes**
- **TD Disc brakes & servos – strictly not for “purists”! - Ron Drake**
- **5-Speed Ford gearbox in my TC – a DIY case history - David Moir**

To Reserve Your Place

Rebuild is always a popular event, so you are recommended to make your bookings for this 2012 bumper event as early as possible. Do come along and support this very important T Register event and encourage fellow members from natters, registers and clubs to join you, we need to attain a maximum attendance to ensure the continuity of this essential element of owning and driving a 'T'.

The Conference fees this year are as follows:-

MGCC T-Register members £32.50

Non members are welcome at £37.50

Next generation/relative/future owners accompanied by a Member on the day charged at £20.00 to cover catering costs.

The fees include arrival, morning, lunchtime and afternoon refreshments together with free access to the Heritage Motor Centre display areas.

An application form is available on the MGCC T Register website, please send your applications, together with a cheque payment to:-

Peter Cole, 8 Aldbourne Drive, Bognor Regis, W.Sussex, PO21 4NE. ([Tel:01243 267234](tel:01243267234))

Cheques made payable to Peter Cole please and NOT to the MGCC or T-Register.)

Also to be included your MGCC membership number, contact address, telephone number(s), and email address (where available) with your application.

Further details? The final programme will be updated via the T Register website at register.org and “Safety Fast”.

For any other enquiries contact Rebuild Organiser **Alan Wakefield** on 01932 873170 (home); 07831 618520 (mob); or preferably by email at wakefieldalan@aol.com

SPRING TOUR TO BOLLEZEELE

24 to 27 APRIL 2012

This tour is based at Bollezeele in the Nord district of France adjacent to Flanders and the Belgian border; Gillian Smith and Peter Cole have organised this re-run of a successful event last year, just a few places left, contact them on peter.cole11@btopenworld.com

All those who have expressed interest in this trip should have by now received an email requesting you to confirm your choice of room and the corresponding tariff; to be completed and returned by the 29th January 2012 at the latest.

The Annual MG Live Extravaganza

Confirmed this year as being Saturday and Sunday 23rd and 24th June 2012 at Silverstone GP Circuit Towcester, Northamptonshire NN12 8TN. More details later see 'Safety Fast' or go on the T Register website for updates.

The 2012 T Party

Discussions and planning is under way to organise this year's T Party, like previous it is likely to be at a sporting event where MG's

are taking part and preferably in July following Silverstone. More on this next time after the T Register Committee Meeting on 22nd January.

The 2012 Autumn Tour

Friday 7th to Sunday 9th September 2012 to the North West Cotswolds based at Broadway Worcestershire WR12 7LF, with a total entry to date of 52 we are nearly fully booked but email graham.sue358@btinternet.com to grab those last few available rooms.

The detailed route planning is now under way Saturday will be the longest run with several interesting pit stops, pleasant scenery and places of interest to rest awhile. Sunday will aim to finish about 4pm with either a defined lunchtime stop or a picnic in the Malvern.



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2013 and all that

Long before we even embark on the 2012 Autumn Tour some important considerations for you for 2013.

Not only is 2013 the 50th Anniversary of the formation of the T Register but the MG European Event of the Year is being hosted for the first time in the UK in Scotland based at Aviemore.

It is thought that some of you may wish to combine a T Register Anniversary Tour with the option of going on to the EEotY.

Obviously a long run for many of us but to extend it into full two week programme may appeal to some. The proposal is to stay for a three night midweek break at a hotel in Peebles well known to the Caledonian Centre and then to depart to the EEotY or to home. The dates are likely to be Tuesday 13th to Thursday 15th August 2013, the EEotY commences on Friday August 16th.

.....but for those not wishing to venture so far up the Great North Road and prefer to indulge in our well tried and much sought after diversion of an Autumn Tour will be pleased to hear that steps are in hand to organize a tour of the Exmoor National Park, Somerset over the weekend of the 13th to the 15th of September 2013.

The committee would love to hear your views on these proposals, maybe some stalwarts will of course do both tours but with the close proximity in dates and the distances involved it was thought that alternatives should be made available.

Lots of time to think about this, do let us know, we will probably be seeking an expression of interest from you by way of a questionnaire either in TRN or in Safety Fast Notes sometime soon.

Fitting MGA rolling gear to a TD or TF or even a Y type to gain wire wheels

10 years ago Roger Wilson wrote the following article on his experiences in fitting MGA rolling gear to his TD, we republish it now in the event that there may be some very useful tips which still apply today if you are contemplating such changes to your car.

This is a modification that I undertook to my car (a 1951 TD) approximately thirty years ago, primarily to gain wire wheels. At the time, I could not locate the appropriate equipment from a "scrapped" TF, and MGA rolling gear from scrapped cars was readily available. Nowadays, it would probably be even harder to find wire wheeled TF rolling gear (particularly at a reasonable price), although there are now available bolt-on splined hubs which make the task much easier. However, as second-hand MGA wire wheel rolling gear still seems to be available, the proposal does have advantages (and some disadvantages) which I have determined as follows:-

Advantages

1. Depending on the age of the rolling gear, then either the drum brakes will be increased in size from 9" to 10", or with newer equipment, the front will have disc brakes.
2. The rear axle will be lighter.
3. The differential can be changed more easily, as the axle has a removable diff housing similar to the TC (and *not* by splitting the axle). There is also a much wider range of optional ratios available.

Disadvantages

1. The rolling gear will be non-original, even though it will be MG.
2. Fitting the rear axle does involve some cutting and welding, although only to the axle.
3. Fitting the spare wheel carrier involves cutting the carrier frame on the car.
4. The track of the rear axle will be reduced by 1¼".
5. With front drum brakes, the front unsprung weight will go up and again with the wire wheels, as they are heavier than the original disc wheels.

Specific fitting details are as follows:-

Front

I used the older drum brake units, and they were obtained still on the stub-axles and "king pins", complete with swivel links and steering arms. They will fit straight onto the existing TD lower wishbone and upper shock absorber arms, although I found that for parallel tracking, I had to cut approximately ¼" from the ends of the rack-and-pinion steering rods to prevent them bottoming in the track rod ends; there was, however, no need to extend the threads.

In addition, MGA brake hoses will be needed, and the LH and RH brake pipes will have to be renewed to have male form and 3/8" UNF (fine thread) nuts at their outer ends, with the original female form and 3/8" BSF (coarse thread) nuts at their inner ends (into the "T" piece). If the swivel links are not obtained, then the "king pins" will still fit into the TD upper and lower swivel links, although a lot more dismantling and reassembling will be necessary.

If the newer disc brake units are to be used, then provided twin arm upper shock absorbers were used on the original donor MGA, the above will still be true.

Rear

Fitting the drum-braked rear axle is more awkward, because the MGA axle itself requires a modification to make it fit. I had to repeat the following operation to get it right, but I like to think that anyone reading this article will stand a better chance of getting it right first time.

The spring "clamp plates", which hold the rubber pads against the springs, will fit into the locating pads on the MGA axle, but on this axle the pads are closer together than on the TD axle. Thus they need to be moved out, by cutting or grinding them off and welding them back on at the correct 38" centre distance; a job I eventually gave to a specialist.

Whilst these pads are off, the rebound strap pins can be cut off, as they will not be needed on a TD. When welding the pads back on, the pinion shaft must be set to tilt up at 5°, and this is to prevent the prop shaft from hitting the underslung chassis cross-member when the axle is on full rebound at both sides. The 5° can be set against the vertical, using the outer face of the pinion shaft flange; however, the flat bottom faces of the pads must be horizontal, and it should be noted that the axle housing is slightly tapered (see sketches).

As the pads are on the underside of the axle, then this work is most conveniently undertaken with the axle upside down, in which case the pinion shaft should tilt *down* by 5°. Care must also be taken not to apply too much weld in the corners, particularly at the ends of the welded lengths that would otherwise prevent the U bolts from resting hard up against the sides of the pads.

It is also convenient, whilst welding is being undertaken, to weld on extra flat steel plates for the bump rubbers to hit against. The TD axle does not have these, but the MGA axle has thinner steel, so on the MGA the bump rubbers hit against curved supplementary plates held under the U bolts.

The welded-on "extra plates" can be 1 $\frac{3}{4}$ " x 1 $\frac{1}{2}$ ", and should be horizontal at 28" centres on the *top* of the axle (see sketches; also, as before, housing slightly tapered).

It is also essential to unbolt and rotate the backplates by 180° (then rebolt) to bring the slave cylinders to the "top" of the axle, as per the TD; this puts the brake pipe and hand brake connections in the correct positions.

I removed the small bracket that holds the MGA brake pipe "T" piece as it is on the wrong side of the axle (as well as to the front, rather than the rear), and instead modified the handbrake bracket (not needed on a TD) to hold the T piece, thus copying the TD layout. As shown in the sketches, most of the front of the handbrake bracket is removed, leaving only the rearmost 3", which is bent after heating to the required shape.

With the T piece fitted, using a 5/16" diameter hole, there are two options for the brake pipes:-

Either; new pipes can be made up, with female form and 3/8" BSF (coarse thread) nuts on the inner ends, plus male form and 3/8" UNF (fine thread) nuts on the outer ends.

Or; the original TD pipes, complete with outer "banjos", can be fitted although they will be slightly longer than necessary.

In either case, the pipes should be strapped to the axle housing, and I chose to run my pipes inside the rebound straps, in the position shown in the sketches.

To hold the handbrake cable outer ends, steel extension plates must be cut out and welded to the spring upper clamp plates, as shown in the sketches. I chose to buy new clamp plates from Brown and Gammon's, as I also used new PU pads (from the MG Midget), rather than the original TD rubber ones; the new clamp plates are pressed with sharper corners, allowing the PU pads to fit better.

Then, after welding, I painted them (top plates only) black all over. There may need to be some slight angular adjustment of the extension plates when the axle is on the car, but I found the handbrake cables were held in appropriate positions to operate the levers in the wheel cylinders.

Before fitting the axle to the car, the MGA pinion shaft drive flange (bolts to prop shaft) must be changed for the TD part, which fits directly, and the centre nut tightened to a torque of 140 ft.lbs. When fitting the axle, as well as the new clamp plates and PU pads already mentioned, I used new U bolts, s/s nylock nuts and washers, plus new supplementary plates under the U bolts (as on the MGA).

Spare wheel

To hold the spare wheel, nothing on the MGA is suitable; however I managed to obtain an aluminium hub that is mounted on the TC spare wheel carrier, which I then fitted after the following modifications.

On the TD carrier, I cut off the flange that actually holds the spare wheel to leave a tube length of 3", measured from the outermost face of the steel holding plate on the carrier frame (see sketches). The cut-off flange can be retained so that the car could be returned to original status (although I seem to have lost my flange). In addition, I drilled four 1/4" diameter holes through the tube wall; top, bottom, left and right, 9/32" down from the "new" end. Then the rear flange on the aluminium TC hub was turned down to match the inside diameter of the steel tube; I used 3.72" diameter, but better to check. This will allow the hub to be fitted into the tube. To secure it, in line with the previously drilled four 1/4" diameter holes, I drilled and tapped for 1/4" BSW approx. 1" deep; these should end up half way across the flange width. I then used four s/s 1/4" BSW x 3/4" socket dome head machine screws, although the type (and size,

assuming holes and tappings match) can be varied.

For the TF, a similar modification is possible, and for the YB, the spare wheel should fit in the existing recess. An alternative for both the TD and TF is to buy one of the mounting hubs that are available for wire wheel adaptor kits.

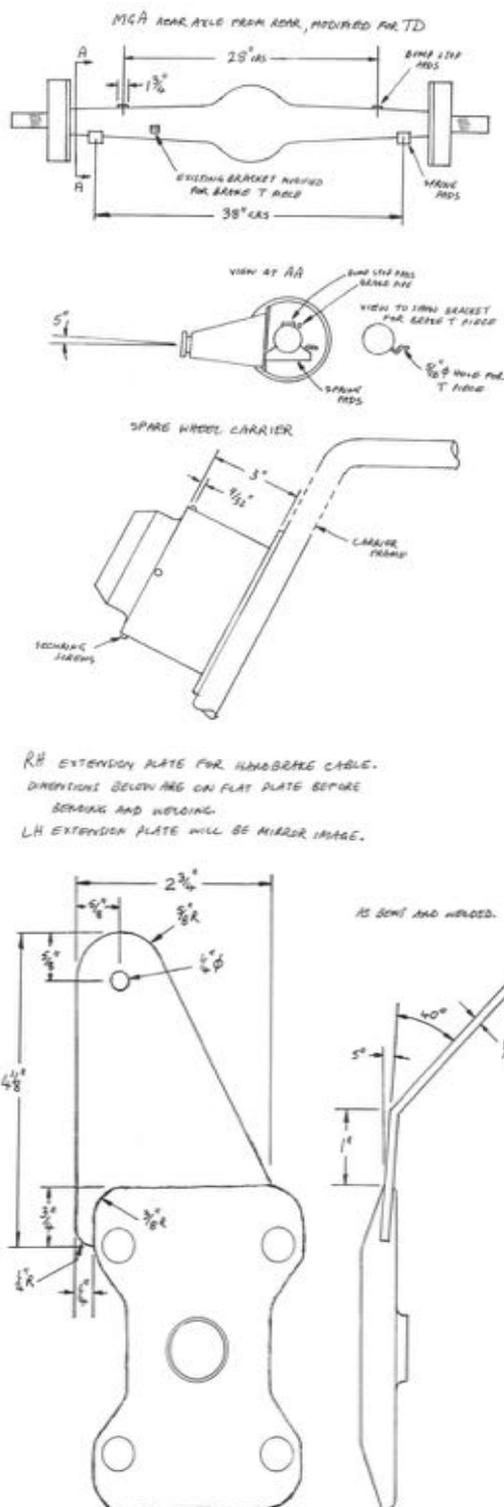
General

Obviously, when doing all this work, it is an ideal time to consider reconditioning any other items, particularly the shock absorbers, and possibly fitting PU bushes to the front lower wishbone inner ends, although this will involve more dismantling and reassembling. Another useful modification is to change the front wheel bearings to angular contact bearings (Bearing Services 7304 and 7306 per wheel), which means the bearing spacers can be dispensed with.

The rear diff ratio will probably be 4.3:1, but alternative ratios are available from various BMC vehicles from 5.125 to 3.9:1 (and possibly higher); however, care should be taken when buying spare diffs as two halfshaft splines were used, coarse and fine. In addition, if the diff ratio is not the same as in the original TD axle, then the speedo will need to be recalibrated (which is what I did, rather than change the speedo drive gears in the gearbox).

I was fortunate to obtain all four “knock-ons” with my MGA gear, but I did have to buy the spare wheel knock-on. I did not receive any wheels, so I chose to buy a set of 4½J x 15” x 60 spoke wheels; as well as being slightly wider, they have more spokes than the TF’s (only 4J x 15” x 48), and I think look more appropriate. They are, however, heavier, especially as they require larger tyres.

Roger Wilson



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“50 Years On – What Price those T-Types Now?”

On October 1st 2011, I attended with my TD, the late Bill Boddy (BOD) Tribute and Memorial Day at Brooklands Museum in Surrey. The event was co-hosted by the Museum and “Motor Sport” magazine; as almost all T-Register members probably know Bill Boddy (WB) was the longtime former editor of “Motor Sport” and often fondly referred to as the Founding Editor. He was also the founder of The Brooklands Society, which was largely responsible for “saving” the now preserved heritage site and museum at the former Brooklands motor circuit.

As my own piece of ‘heritage material’ I took along with me the oldest copy of “Motor Sport” magazine which I could find in my attic - Volume XXXVII No 10 - dated **October 1961!** (Yes like the rest of you I hear I have hoarded motoring publications from my early motoring

days – I knew they would be useful at some stage)

Co-incidentally, I had also owned my 1947 TC (*JHY 254*) for a year in October 1961, and just started my first ‘proper’ job – and had spent some of my first week’s wages on, of course, “Motor Sport”.

Having spent a great day at Brooklands, including getting former FI racing ace Tony Brooks, one of many celebrity guests, to autograph my copy of the “Motor Sport” October 1961 report by DSJ on the 32nd Italian Grand Prix - C.A.S. Brooks finished 5th in a B.R.M./Climax from 13th on the grid, I then started to re-read that copy of “Motor Sport” again, 50 years on.

Classified Information

What caught my attention now and did then, was the extensive Classified Advertisement section, and the Dealer/Specialist performance and equipment supplier advertisements. As I recall “Motor Sport” was regarded as the ‘bible’ for anyone interested in anything vaguely sporty in the car world and the essential place to buy/sell your treasured veteran, classic or sports car.

MGs, and especially T-Types, figured quite prominently in both the classifieds and the specialist dealer ads. The latter included such well known dealers of their day;-

- S.H. Richardson & Sons Ltd. (Pease Pottage & Staines)
- Toulmin Motors (Hounslow)
- V.W. Derrington (Kingston-on-Thames)
- Thomson’s (Wimbledon)
- Swanmore Garage (Bournemouth)
- The Chequered Flag (Chiswick & Nottingham)
- Gold Seal Car Co. (New Cross Rd. S.E.14)

Now you all remember them, don't you?!

I went on to do some analysis of the numbers, types and prices of the **54 (Fifty Four!)** T-Types that were advertised for sale in that edition of October 1961 "Motor Sport" (remember, that was just a couple of years before the T-Register was formed!) and some interesting facts and figures emerged, which I summarise and share with you below;-

Of those 54 T-Types; 38 were private sales; only 16 were through the dealers and the prices being asked were, if anything, slightly higher from the private sellers than the dealers.

The cars on offer, by Model Type, were as follows:

<u>Type/Model</u>	<u>Number for Sale</u>	<u>Asking price range and average price</u>
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TA 9	number	£95-£185 average price £140
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TC 20	number	£150-£275 average price £225
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TD 16	number	£250-£395 average price £323
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TF 9	number	£415-£495 average price £438
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Notes: - No TBs on offer that month and the dealers were selling mainly "later" cars i.e. TD's and TF's .

1 (one) of the TD's was a Mark II @ £395.

TF's included both 1250 and 1500cc versions, the latter at the higher prices.

More than half the vehicles were advertised as 'reconditioned', 'restored' or 'replacement engine' etc. (including some TF's which were only about 8 years old!)

Price Range reflects model year differences, condition, and "extras" etc.

So, if you've still got the T-Type you first acquired back in 1961 (unfortunately, I don't have mine!) you have potentially made a

handsome return on your investment, given the sort of selling prices being advertised these days (if these are a true reflection of actual transaction prices of course). For example, £22,500 for a well restored condition 1 or concours TC would seem to be a not untypical asking price - just 100 times the average for a TC in 1961!

And finally....

For comparison, there were also only **21** other MGs (all types/models) from the pre-war era for sale; a Laystall-Lucas Head (for XPAG/XPAG) was offered for £15 assumed used!; there were a couple of Y-type "Sports Saloons" offered at around the £250 mark; a few MGA's were also on offer – sample dealer price £545 for a 1956 model

And to conclude this piece of trivia, the full colour full page inside cover advertisement from **The MG Car Company Limited**, featured the **NEW MG MIDGET** and the **MGA 1600 Mk II** -- "**2 great performers that steal the Show along with the MG Magnette.**" - "**MG - of course!**"

Oh, and just in case you want to place a (belated!) classified ad for your treasured T-Type, the "Motor Sport" rates were 9d. per word (maximum number allowed 80), with Minimum Charge 9/- 45p ?

Now that's a real bargain!

Alan Wakefield 2011

Just a small point Alan.....

When considering the words 'handsome return made on our investment' not many cars that still exist cannot boast that many many times over, this initial investment sum has not been spent on rebuilds, refurbishment, refettling and improvement..... I speak from experience over the last 43 years!

Regards Ed.

The Ramblings and musings on rebuilding a TD or why do we do this?

This is an occasional series of which this maybe the first and last.

After several years languishing in the garage, after a house move and the building of garages, the TD was attacked and dismantled. Every bolt and nut except 3 came undone without effort and then put away into a box which was promptly mislaid.

As I bent over the degreaser cleaning and examining parts to determine which needed replacing or scrapping I thought "*Why am I doing this?*"

In these parts I am told it is common practice to use the dishwasher to degrease and clean car parts. Why won't my wife allow me to do this?

When the car was last used (in the Kimber Trial) it was working and in good order – well almost. One door was showing signs of age – rust erupting on the lower edge, some of the ash frame had disappeared long ago and parts of the tub were no longer there having rusted into oblivion. The wiring loom looked like a bird's nest with new odd bits grafted on but the brakes worked. In spite of this it went and stopped and was road legal, isn't that all we need from a car?

My thoughts were that it was likely that I am going to (or could) spend more than the car is worth and end up with a precious device which I would or could not use for fear of a slight mark or getting hit by a Yummy Mummy peering through the steering wheel of her giant Chelsea Tractor in the supermarket car park and as for driving in the rain that would be a big NO NO or for that matter driving across ploughed fields shooting rabbits.

Where would the muddy dogs go or would one put a large bag of potatoes on the immaculate upholstery?

Why don't we just simply fill the dents with fibreglass and cover the holes with pieces of riveted aluminium and paint them with whatever comes to hand; rig up the wiring and visit the local car wrecker for parts. Sadly one can't do the latter. Oh those were the days when with a Birmingham Spanner and large lever (to fend off the Alsatians) the missing part could be found on a Y type or Wolseley.

For younger readers this was the time when night time faults – electric or petrol rectified themselves by the girlfriend spending at least half an hour gazing at the night sky.

Now we scour catalogues, spend hours on the telephone (and internet) locating that elusive bit which could probably be substituted by a bit of wire or the odd item from the waste bin; send the chassis away for cleaning and painting; persuade the lady wife that the new dress and good holiday can wait, and drop oil on the carpet as we rush to answer nature's call.

The TD chassis has been cleaned revealing lace in the nearside member, I am about to order several hundred pounds worth of oddments so I can reassemble the chassis and the shocks have been checked by an expert (200 miles to find that they are in first class order).

The tub can be repaired I hope by the local cabinet maker, names of suitable craftsmen (wood and metal) would be readily welcomed, perhaps an unofficial list of good craftsmen could be established. The tin work is another problem but perhaps I can persuade another local gentleman to do it. The chassis will be back in the next week or two in I hope pristine condition after relevant welding.

Anony mouse



Does this look a familiar sight ?

T REGISTER ARCHIVES

I recently in the MGCC "Safety Fast" T Register Notes raised the question of members past and present who must have a wealth of documents, pictures, technical information, bulletins and memorabilia etc. tucked away in shed or attic. As there are many of you that perhaps do not subscribe to "Safety Fast" but may download this issue, liberty is taken to repeat the article in the hope that it may spark off some activity in this connection - Editor

The MGCC T Register has recently obtained a full set of the photographs taken by the well known motor journalist W J Brunell on the 1936 Continental Tour when the MG Car Co. loaned him a prototype T series Midget (the TA).

This raises the question of nostalgia and archive material generally and the vast wealth of stories in letters, books, magazines and photographs that must be out there somewhere hidden away and gathering dust in boxes in attics, stores or garages etc..

Late in 1962 a number of owners of T Types who were regularly congregating at car clubs, race meetings, and local pubs of course, mooted the idea of forming a T Register section

within the auspices of the MG Car Club which had already been in existence since 1930.

From such beginnings, over the winter of 1962 the T Register was formed and the First Bulletin was issued in April 1963 when it was reported that we had already recruited 75 members.

To get to the point, this means that the Register is effectively 50 years young in 2012 and that over the decades hundreds of members must have collected together the aforementioned bits and pieces of memorabilia and sadly much of it will have already found its way into local authority tips.

It would be a splendid tribute to us all that if in our 50th year we could lay the foundation for a collective archive history of the T Register.

In the recent extension works carried out at Kimber House, space has been created to expand the storage and archive facilities for the MG Car Club and it has been tentatively agreed that the T Register could be allocated space within this area to house our own reminiscences.

As your current Editor I am prepared to take on the task in the first instance of receiving, collecting and cataloguing all such items that will form the basis of our archives for eventually lodging at Kimber House. Contact me at johnw.ward@yahoo.co.uk or +44 (0)1621 773606 to express your views or comments or even donations of such material.

'NOTICE BOARD'

- News has reached me that there may be a cache of used but original TC spares lurking in Cornwall for sale. More next time when the owner has listed same.
- In the current increased activity in classic cars as objects of investment do beware of the downside of this trend, the 'New Specialists'. Please check carefully and ask exhaustively about the capabilities and qualities of new so called experts on the scene before entrusting them with your precious original T type parts for repair, refurbishment or calibration.
- I heard recently of a very salutary lesson learned by a TC owner who upon the recommendation of his MG car club from their approved lists sent his dashboard dials for service and repair. This has cost him hundreds of pounds, the dials did not work upon return and are still awaiting further attention after 6 months and the claims court has had to be resorted to.

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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