



# 'T' REGISTER NEWS

NO. 7 JULY 2012



**SALLY SILCOCK – T REGISTER SECRETARY**

**WITH MARK 11 TD IN THE SWISS ALPS**

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

Hello 'T Typers'

Well, this is certainly a memorable 'summer' but for a lot of the wrong reasons! Never mind, we are now well advanced into the MG year and events are carrying on despite the weather in most cases.

I must now thank our recently retired Treasurer, Gillian Smith and also Peter Cole, our 'member without portfolio', I think we call it, for their valuable contribution to the Committee's work over a number of years. We are sorry to see them retire but wish them both well in their pursuit of other matters, Gillian who now has a growing number of grandchildren to entertain and Peter, who, rumour has it, may yet appear in a newly restored T Type sometime soon. Good luck to you both and let's hope you maintain your contacts with many friends in the Club for a long time to come. On this subject, I must also welcome to the Committee, Glenys Knight as our new Treasurer with effect from July 1<sup>st</sup>. Well done Glenys for stepping into the post and we look forward to working with you in future.

The Register held another successful "Rebuild" event at Gaydon this year and we are now planning for next year's event so make sure the date of 23rd March 2013, is in your diary now. We will be returning to Gaydon and if you have not visited it before it is worth the 'Rebuild' fee just for the chance to visit the Museum. Alan Wakefield, who is running this event, is once more looking for volunteers to make presentations, so if you have any ideas he would love to hear from you.

I have just returned from Loton Park where I competed in the Hagley and District Club's Hill Climb ('competed' should not be taken very literally but I was not the slowest!) and we also welcomed around 10 cars to the T Party.

We were concerned about this venue as it was a bit out of the way for a lot of traditional T Party regulars but we did attract some very welcome new faces and we hope you enjoyed a good day and will be with us again at other events in future.

I cannot believe we are already on the verge of the Autumn Tour in the Cotswolds but it will soon be upon us and I look forward to seeing many of you there. Also please look at the announcement for the tour in September next year for which early booking will definitely be required as space in the main hotel is quite limited.

All the best for now

Geoff Matthews

**TRN JULY 2012**

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## **EDITORIAL by John Ward**

I never did go a great bundle on the pop cult after the sixties, it all got a bit too radical and way out for me but every once in a while there was a song with compelling lyrics irrespective of the singer and the performance, one such occasion was Dylan and "the times they are a changing".

Such is so true and I guess that there is little we can do about it.

At Silverstone this year I heard of three long standing members of the T Register giving up their lifelong love affairs with their T Types, all for perfectly good and sound reasons but a reflection of what maybe lies in store for us all.

But let us not dwell, had a great time at Silverstone, in spite of the inclement weather on Saturday night which culminated with my aged and well used tent being consigned to the skip before I left!

Perhaps a B&B next year, (see what I mean about the times they are 'a changing') I have been going to Silverstone for more years than I can remember and always camped.

Always good to see old friends there but particularly interesting to meet overseas visitors.

I was pleased to be re-acquainted with Tom Wilson from Indiana, Mr. TC of the States. Spent a long time talking to Alex Stewart from Durban SA another TC man who has been a lifelong supporter of MG South Africa and was here on family business; happened to go to a 'natter' and got swept away in the bon ami of the friendly marque; dragged to Silverstone and finished off at the Goodwood Festival of Speed before flying home. Will try to contact him shortly and swap some stories from SA.

Desperately trying to get the TF back together, only 6 weeks now to the Autumn Tour to the Cotswolds, all the time in the world since retirement but what do I do with it?

Echoing Geoff's words, pleased to announce the arrival of our new Treasurer, Glenys who like Gillian, will I am sure look after us very well.

On matters editorial, like all previous incumbents of this position of scribe on your behalf, articles are always desperately needed. You may notice that the timing is a bit late and the content of TRN this time is somewhat reduced, there being nothing in my inbox particularly on the technical front for some while.

I do think that it is such a shame that T Types of all people have not been able to maintain the true spirit of the 'Marque of Friendship' and that a political rift in the common interest of all MG T Types has been the result. When I was asked to take a more active part in T Register matters some 4 years ago there was a good mix of the technically minded and social members, room for all with the common theme being our cars. Regret to say that now this is not the case to the detriment of all the MG T Type fraternity at large.

Incidentally, whilst on this theme, I do hear that "squiffy Wilkins" may ride again and that he might be seen driving around the byways of Rutland sometime in the near future.

Do keep in touch, your Editor needs you or at least your correspondences and entertainment.

Cheers for now

John Ward

MGCC T Register Editor

## FRONT COVER

### TSU 869 TD MARK 11

#### The Silcock TD

1951 TD Mark II - the Mark II was the high performance version produced for club racing. It produced 61 BHP (PS), giving a top speed of 81 miles per hour and a 0 to 60 mph time of 16.5 seconds when new. We've recently recorded 82mph via our satnav (not on a UK public road!).

Re-imported into the UK from California in late 1987, the earlier history is unknown, but it came with a dipstick printed with the name of Mike Goodman's MG Service in Van Nuys, California. The company appears to still exist, and is now called Mike Goodman's Sports Car Service: we haven't had time to contact them and see if they have any more information.

Restored by the ISC History of Jaguar Motor Museum in Maldon Essex, with the help of Naylor Brothers, and sold by the museum in 1993. It was then kept in storage/low use until purchased by us in May 2005 having completed only 2600 miles since restoration and now in regular and constant summer use.

Since we've had it we have done about 5,000 miles a year. This includes numerous classic car events in the UK, including the MG Heritage Parade at Windsor Castle (2009) and the MGCC Caledonian Centre Spring Spree (2011).

Abroad it has taken part in the HRCR Rally of Champagne (2006), MGCC T Register Tour of Normandy (2007), MGCC T Register T Types to the Ardennes (2008), MGCC European Event of the Year - Zug, Switzerland (2008) and MGCC European Event of the Year - Spa, Belgium (2011). This year we're taking it to the EEotY in Sweden, and then going on to visit Sally's brother in Norway before coming home.



#### Waiting to go - in the assembly lane at Spa Francochamps 2011

It has needed very little mechanical work, although we did have to rebuild the engine shortly after we bought it: incorrect restoration had resulted in the big-end bearings being machined too wide, and the resulting chatter ran the bearings. We were lucky enough to find a nominal crankshaft and new con-rods to go with it, and had the crank polished and balanced locally before fitting it. We've fitted an MGA crown wheel and pinion as the original axle ratio gave a rather uncomfortable ride when touring and we have also solved most of the notorious T-Type oil leaks over the time we've had it.

#### Bill and Sally Silcock

#### Editors note

Last time we featured the car of our Honorary President Mike Lugg; following which Mike has now asked us to put the record straight on certain errata in the cover story.

His first serious run after the TC major rebuild was in fact the 1986 Inverness run, not 1966 as stated, which commemorated a road test of the then new TC by Motor Magazine 40 years earlier, not 20 years as reported.

## NEWS & RECENT EVENTS

24 to 27 APRIL 2012

### T Register Trip to Bollezeele

In 2011 Peter Cole and Gillian Smith organised a few days at the Hostellerie Saint Louis in Bollezeele, a few miles inland from Dunkirk, on the way to the European Event in Spa. This was so enjoyable that they were persuaded to repeat the experience again this year.

So it was that some 21 cars – mostly T Types with a smattering of MGBs and MGFs - assembled at the hotel on Tuesday 24<sup>th</sup> April for three days and nights relaxation. Proceedings started with a champagne and canapés reception presented by the hotel management to welcome us all during which Peter and Gillian explained, briefly, the programme for the rest of the stay.



The organizers Gillian Smith and Peter Cole  
A small prize for the best caption of what is  
being said! suggestions to the Editor.....  
in confidence of course!



GOF as the Americans call it.....gathering of the faithful.

While a couple of visits had been arranged, people were left largely to their own devices for much of each day - visiting local places of interest including Ypres, Arques, and the scenic channel coast. We then retired to the dining room for the first of three memorable dinners accompanied by much merriment, after which some retired after a long day while others continued to enjoy the hospitality of the hotel bar.



Wednesday dawned wet and very windy (the wind would be a feature of the whole trip). After breakfast we split into two groups. One group enjoyed a fascinating cooking demonstration by the head chef in the hotel kitchens – with plenty of opportunity to taste the results

– while the other group watched a video on the distillation of a local Juniper gin – again with samples of the result. The groups then swapped. People then did their own thing for the rest of the day – as the rain eased and there were even hints of blue skies – before meeting back at the hotel for drinks and another excellent dinner.

Thursday dawned sunny and bright – albeit still with a strong wind. Again, people did their own thing for much of the day, before converging on a local micro-brewery at the Ferme Belle Dalle close to the coast west of Wissant where Christophe Noyon, the owner and master brewer, explained the history of the brewery and the varieties of beer he produces. The micro-brewery was tiny, being entirely based in a barn on the farm and producing a limited volume, but surprising range, of beers. We then all retired to a second barn to sample the results – following which many purchased a selection of the beers (limited mainly by the space available in a T Type). There was then a leisurely dash back to the hotel for pre-prandial drinks and dinner at which Peter and Gillian were thanked for another excellent event.

Friday was also dry as people left to go their separate ways. Some were booked back on the 12 noon DFDS ferry that, on arrival at Dunkirk, was retired “hurt” having had a crunch while docking – resulting in a long wait for the 2pm ferry. Others returned via the Channel Tunnel, Calais and Zeebrugge (the contingent from the north of England) or went on to Switzerland.

While there was little drama mechanically, there was one major disaster in that Sue and Alan Scott’s venerable TD persisted in throwing out all its oil via the filter casing in spite of the combined endeavours of all those present (in the process consuming most of the spare oil carried by the assembled throng). It would often be seen leaving a trail of oil where-ever it went. However, they did

complete the trip, getting back to the UK and arriving safely home with no further dramas.

Overall, this was a most enjoyable few days in great company at a superb hotel where the staff looked after us all very well and the food was magnificent. Thanks must go to Peter and Gillian who organised the whole event and made sure we all enjoyed ourselves. Even the weather cheered up for the last couple of days.

### Words and pictures thanks to Chris Sundt



Mike Lugg ‘en repose’ outside the Hostellerie

## SILVERSTONE LIVE 2012

June 23<sup>rd</sup> and 24<sup>th</sup>

Only a 2 day event this year for reasons well documented, but most people travelled on the Friday anyway and apart from set up and practice availability for the racers most people I spoke to did not notice a difference.

It did mean that the T Register Natter was moved to Saturday evening but this seemed to be a very popular choice judging by the gathering and the buzz emanating from the area around the Specials.

Many thanks again to Keith Hodder, assisted by Stewart Penfound who yet again managed to put on a super display of cars aptly defined as 'Specials'



**Tom Wilson from Indiana hitching a ride in Keith Doherty's TF (now with a 5 speed box!)**



**Peter Cole and Sue Brown being entertained by Alex Stewart and his tales from MG South Africa**

Parking duties on the Saturday morning were somewhat fraught, following the Friday evening deluge, a lot of the grassed areas were declared out of bounds. As a result space was at a premium and our allocated arena was quickly taken over by traders and associates. Fortunately due to the forecast there were not the number of T Types as previous years and we managed to squeeze everybody in.

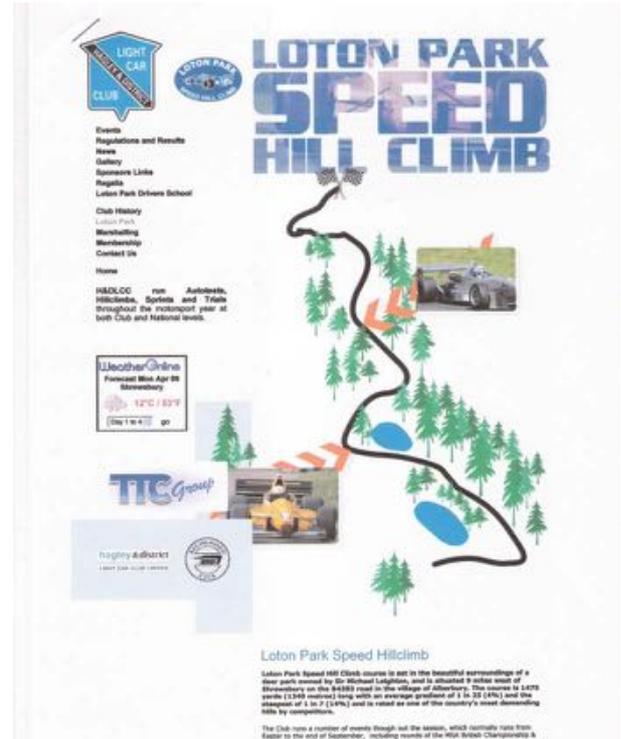
The Register stand had its usual steady stream of visitors wanting to chat and say hello, many signing our Visitors Book which seemed a popular thing to do.



**2 very welcome and travelled TD's**



The T Register President, the Chairman and a past Editor Paddy Wilmer at the 'natter' putting it all to rights.



## THE 'T' PARTY AT LOTON PARK

This year the T Party was at the Loton Park Speed Hill Climb about 9 miles west of Shrewsbury on the B4393 road in the village of Alberbury.

The date was **Sunday 15<sup>th</sup> July 2012** and the event was a hillclimb round of the Luffield Championship.

About 10 cars arrived to see this type of competitive occupation, good to see all kinds of cars having a go!



Geoff Matthews taking it ever so slightly sideways at the Triangle.

## THE 2012 RACING & COMPETITION SCENE

### Silverstone 2012 Report

A two day event this year caused by the ever increasing circuit hire led to most of us setting up on the Friday in our traditional spot around the T Type Specials tent with Pilot Motor Sport and their invaluable support just opposite. Our race was to be on the Sunday this year on a split grid with the FISCAR Grid of 50's cars. This gave us a free day on Saturday to enjoy the racing, catch up with friends and make final preparations. The T party natter in the afternoon was as successful as ever despite the cancellation of the Sprint on the Sunday due to the above mentioned costs. Star of the display was surely Leco 1, the sister car to Alex Quatelbaums Leco 2. A true barn find, having been stored for many years we look forward to its restoration and seeing the car on the track.



Saturday night was the now traditional supper in the Pilot Emporium highlighted by Alex's paella, delicious as ever and the best bit is the burnt bit, at least according to Alex! That together with John Bussey's barbeque was a really enjoyable evening and one of the bonuses of T racing. A warm welcome to Alex's son, Scott, coming to his first Silverstone and making an excellent showing in his Elva.

Saturday night the weather changed and we were greeted on Sunday morning by rain and an overcast sky with of course a wet track – here we go again! However the weather began to improve and we practiced on a wet but drying track. This was reflected in slower times with John Bussey leading the pack with a time of 2.56 minutes.

Who says miracles don't happen – along with Chris Owen winning at Brands, Charles Harmer was back on track with the TF only four weeks after his off at Brands Hatch. Bearing in mind a new chassis was required it was an amazing achievement by Chris Boyd at Pilot Motorsport to change everything over and get the car out at Silverstone and running – well done Chris and well done Charles for your dedication to the cause!

The afternoon proved fine and apart from a few seconds of light rain in the assembly area it was to be a dry race. A total of 50 cars were on track in the practice and most of the T's made the race with only Peter House having gremlins after practice. On the split grid FISCAR left before us and then we were off. I was on the right of the track and drove into a sea of white chips – unfortunately one of the FISCAR Porches had not got away and the resulting 5 car pile-up put a lot of expensive and beautiful cars out of the race.

We all took off with no incident and as expected the super charged cars of John Bussey and Jeff Marsden set the pace followed by Alex and Howard in their Specials. It was a good competition through the grid although my group slowly disappeared with various maladies. It was good to see Bruce Riches in the Elva and Simon Gurney in the historic Morgan. Unfortunately the safety car was called out and brought the excitement to the end with the race being won by John and followed by Jeff and Alex.

Following the post race debrief there was another piece of history with the retirement of Richard Green from T racing, starting in 1969 he has certainly his bit and had a good innings. It was Richard's car at a Brands Hatch meeting in the early '80's that inspired me to go T racing – yes it really is all his fault. We wish him well and hope to see him at some of the events.

And so the end of another Silverstone which was enjoyed by all those who went – perhaps some who didn't we will see you next year.

Lastly, the final race in the Iconic Series is at Oulton Park on August 11<sup>th</sup> – a Saturday. This will be a double header at what is one of the best circuits in the UK so try and be there and let's put on a good show.

Jonathan Harmer

23 July 2012



**John Bussey – victor ludorum**



A view towards Woodcote.  
(note the large puddle)

Of course everything has changed at Silverstone due to the F1 circus, very disorientating. The old pit straight stands have been reduced to rubble and the new (temporary?) structures have been built further back from the trackside.

A whole new pits, paddock and stand complex has been constructed on the other side of the circuit on the Hanger Straight. We did not visit the new layout because could not find a way of getting to it other than by going on the shuttle bus!

I am sure it will be appreciated by the club racers etc. because at least all the existing pits and garages have been left intact for them to indulge in.

**This is what it is all about.....**



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## FORTHCOMING EVENTS 2012 THE AUTUMN TOUR TO THE COTSWOLDS SEPTEMBER 7<sup>TH</sup> TO 9<sup>TH</sup>

Not long now to setting off on the annual MGCC T Register Autumn Tour, this time to the Cotswolds based near Chipping Camden.

There will be the maximum number of 60 cars, 43 staying at the Dormy House Hotel, 12 at the Kings, 4 cars off site and one possible if the driver is back in the UK. We are pleased to announce that Chris Seaward and his partner will be our invited guests from Kimber House and staying at the Kings Hotel.

The general arrangements and route planning are well in hand one or two amendments due to circumstances beyond our control but largely the programme and itinerary remain unchanged, now taking in some spectacular views and visits to Minchinhampton Common and of course the Nailsworth Ladder for the more enthusiastic

It is suggested and hoped that many of you will be able to arrive early on Friday afternoon as it has come to our notice that in this Olympic year within a mile of each of the hotels we are blessed with the site of the "original Cotswolds Olympics" held in 1612 at Dovers Hill and which is still commemorated in the Spring of each year. As it is a well known Cotswold viewpoint and has several small villages and Hindcote Manor close by, we suggest a short visit and a look around Chipping Camden and Broadway which will set the scene for the weekend and get us off to a good start.

Graham and Sue Brown

## 2013 EVENTS

### THE T REGISTER REBUILD SEMINARS

We have now received confirmation that the ever popular Rebuild Seminars can again take place at the perfect location of the Heritage Motor Museum at Gaydon in Warwickshire on **Saturday 23<sup>rd</sup> March 2013**.

All the details of topics, speakers, catering etc in later bulletins but don't miss out on this informative and lively social event in the T Register Year, so make a note now to be there.

As before the admission fee will also include access to the Museum and all the exhibits which make it a very worthwhile place to be and of course the T Register AGM will take place immediately after the close of the seminars.

### THE EUROPEAN EVENT OF THE YEAR

#### AVIEMORE SCOTLAND AUGUST 2013

Interest is now building in the proposed T Register Tour to the Borders and then onward up to Aviemore and the European Event of the Year being hosted for the first time in the UK.

The dates will be around the 13<sup>th</sup> to the 23<sup>rd</sup> August to be confirmed. Make this a double celebration to take in the 50<sup>th</sup> Anniversary of the MGCC T Register.

In order to start to make arrangements register your interest now for this trip of a lifetime, contact:

Bill or Sally Silcock on 01525 750468 or email [treg.sec@virginmedia.com](mailto:treg.sec@virginmedia.com)  
[bill.silcock1@ntlworld.com](mailto:bill.silcock1@ntlworld.com)

### The T Register Autumn Tour 2013

#### Highbullen Hotel North Devon 13<sup>th</sup> to 16<sup>th</sup> September 2013

Plans are well advanced for our 2013 weekend in North Devon and Exmoor and we hope the weather will be as good as the last Tour we organised in Devon in 2009. No promises on that score but we are confident the Hotel offers scope for a very good weekend with a degree of flexibility on price which we hope will appeal to all Autumn Tourers.

Details of the hotel can be found at:-

<http://www.legacy-hotels.co.uk/legacy-highbullen/index.php>

We have negotiated a range of prices for both 2 and 3 night stays varying in price from £232.35 for a single room (only 2 available so hurry!) for 3 nights including the Gala Dinner and up to £585.15 for a couple in a superior room, again for 3 nights.

The hotel has a maximum of 32 rooms so we expect to be full very quickly and early booking is recommended. To discuss your options and reserve a room call us, Geoff and Annie Matthews on 01840 214972 as we will be allocating rooms on a strictly first come first served basis. Please do NOT contact the hotel directly as we are managing all the bookings this year.

In addition to the main hotel there are a number of bed and breakfast establishments close to the hotel and we will be happy to assist if that is the preferred option. Of course, any B&B guests will be welcome to eat at the main hotel and attend the Gala Dinner as normal.

It is fortunate that the weekend is one week later than normal and we have therefore avoided a clash with another T Type event in Rutland, so we hope this will ensure we have a good turnout for our event!



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## Notes on rebuilding a TD by an ageing old delinquent Part 2

*This is an occasional series of which this is the second – surprisingly!*

After several weeks of dismantling and rebuilding the TD I have come to the conclusion that the two most important things to a successful rebuild have nothing to do with either tools nor availability of parts (they are just a telephone call away) but as I mentioned, in the first epistle it is the proximity of the loo and floor covering.

The wrath of 'she who must be obeyed' as you traipse through the house on the way to the loo in your greasy overalls and oily boots has no bounds. A solution to this major matter is to pee in the garden but for many this is not possible without offending Miss Jones next door and such behaviour is *verboden* from a respectable T Register member. Apart from building a loo in the garage or using a bucket this problem is unsolvable. (Comments and advice will be gratefully received – send them to the Editor).

**Why drag me into this? Ed**

The covering of the garage/workshop floor is paramount. Lying on concrete (and you will be doing a lot of lying on your back) no matter how smooth or well painted, it is no fun. Parts and widgets when dropped onto concrete travel a very long way and disappear altogether. The answer is a carpet. I recommend a white fluffy carpet (the sort found in bedrooms) for not only is it comfortable to lie on but those widgets do not roll and the white background (until oil soaked) makes finding that dropped and irreplaceable widget easy.

How far should one go replacing parts; nuts and bolts? It is very easy to spend a small fortune (or perhaps a large one) if every small item is replaced. The key is how critical is the item (e.g. front suspension bolts and worn components) and how accessible are the items. Will be it very difficult to replace them in the coming years with the onset of arthritis and senility?

Remember that this is probably the last time that you are going to rebuild the car and who will be driving it in 10/20 years – your granddaughter, grandson? It will be wonderful when pulling it apart in 2040 when they realise what care, what skill you took. (On our TD the previous owner had paid great attention to detail so that only 3 bolts were seized after 40 years).

So much for philosophy. The chassis came back gleaming black and in the few weeks before Christmas the postman was busy delivering parts. Oh to live close to a T Type parts supplier! There is no replacement for going to the supplier and buying over the counter which ensures you get the right bit and of course spend more money. An added benefit is meeting people who are doing the same thing which either makes you feel superior (smug?) or crawl away.

The brakes were in good order in spite of not having been used for upwards of 10 years.

Only one brake piston needed persuading (with the air line) to be freed. This shows the wisdom of using the right grease on the cylinders to inhibit the ingress of water and any catalytic reaction between the cylinder and the piston. The front back plates are obviously handed – wrong fitting means that the steering arm fouls the banjo bolt. The rear brakes were in perfect order but they would not go back together until I with the help of others, realised that the back plates were handed. Changing them over ensured that everything went together like a dream.

Even with experience it is so easy to wrongly fit parts. The cross member that supports the radiator can be fitted either way. Reference to the TF and the T Register forum shows the right way. The holes on our chassis are elongated; perhaps a previous owner had fitted the cross member wrongly and to get the radiator to line up with the rest of the body modified the holes.

Some of the brake pipes were corroded so new ones were made up and fitted using copper pipe. A year or so ago I was able to acquire a Sykes Pickavant pipe flaring tool for few pounds from a superb tool store in Earls Court which was closing down. There was a time when every town had a motor factor who would make up brake pipes on the spot. Not now.

Bleeding the brakes was another issue. In spite of great care being taken not all of the brake pipe unions were fully bedded and any slight looseness caused major problems. This was until '*she who must be obeyed*' noted a growing patch of brake fluid on the workshop floor which identified the slack union. There is a real danger in over tightening brake unions.

Tools. When one was young and all the girls were pretty we all struggled with two spanners and the odd screwdriver. I am sure that many, if not all of us have over the years acquired the right tools and how much easier

it makes the job and ensures that the job is done correctly. Now our garages are awash with tools to do all sorts of jobs. If only one could remember which tool did what and to which it applied.

At this stage there is the option of fitting a 5 speed gearbox or other transmission. (On the web an American has been proudly displaying an automatic transmission in his TD). If you do this, is the result an MG or a Type?

I bought a new fuel line because the original was in poor and a mangled state. To fit meant unsoldering one of the olives because this and its attendant nut was too large to pass behind the master cylinder and pedal box where masses of dirt accumulates and is very difficult to clean. This is ideal territory for a pressure hose and a bit of gunk?

now for the body.....



## MEMORIES

Browsing through the 2003-2004 T Register Yearbook, the last one, came across a report on the 2003 Autumn Tour to Tintern and the Wye Valley. Malcolm Hogg had persuaded a well known American cousin, Charles Wiggins, to write up the event.

Here is Malcolm with Mike Sherrell (TC's Forever). Peter Cole who has only just stepped down from the committee was the Yearbook Editor in those days.

In the same issue the then Chairman, Dennis Barker, describes how they formed a sub-committee to oversee the celebrations of the 40<sup>th</sup> Anniversary of the formation of the Register in 1963. That year also coincided with the 40<sup>th</sup> Anniversary of the foundation of the Western Australia's first official MG Car Club and fittingly the General Secretary at that time, none other than Mike Sherrell.

Well here we are again, 10 years on and it is now our 50<sup>th</sup> Anniversary, food for thought, any ideas out there?, an opportunity not to be missed surely!

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# 'NOTICE BOARD'

## TRN NOTIFICATION

A number of you have asked how to get to know when the next issue of TRN is available for download on the T Register Website [www.tregister.org](http://www.tregister.org)

There is in existence an email notification list and if you would like to be included on same or indeed to be removed from this list, contact the Secretary Sally Silcock at [treg.sec@virginmedia.com](mailto:treg.sec@virginmedia.com)

## TABC STATISTIC

Interesting to note from Sewart Penfound the TABC Registrar that the T Register records show that we have knowledge of 1726 TA's representing 57% of those built, 261 TB's which is 70% and 4974 TC's being 49% of those constructed.

Any more out there that you would like to tell us about. The T Register records go back to 1963 when the Register was formed.

## TC Registration number JOF 500

We are advised that Mark Brazier currently owns TC JOF 500. We are in contact with a person who has a number of old photographs of the car but has not been able to send them by email to the address that was on record. Contact the Editor, Mark if you would like to follow this up.

## 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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