



'T' REGISTER NEWS

NO. 8 OCTOBER 2012



REUNITED AFTER 41 YEARS

JOHN KICK WITH HIS OLD TD LAST SEEN IN 1971

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

Hello again fellow T Typers

Well, what a very poor year weather wise but I hope you will agree with me, an excellent one for the T Register.

All our major events have now finished for the year and at our next committee meeting, which will have taken place by the time you read this, we will be discussing and planning for next year.

As most of you will know this is the Register's 50th year so we hope to make every event as spectacular a success as possible so please do make every effort to attend. Your editor will have posted details of all the main events in this copy of TRN so I won't repeat everything he will be saying, just to hope to meet you on at least one occasion and that you enjoy the winter reparations for next year.

Annie and I will be soon thinking about starting to plan the routes for the next Autumn Tour to North Devon and Exmoor and we can promise you lots of interesting places to visit and enjoyable motoring on the way.

All the best for now

Geoff Matthews

TRN OCTOBER 2012

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EDITORIAL by John Ward

Amazingly the last edition of TRN for 2012, where did the time go? Has anyone yet worked out that apart from “global warming” there is another major natural happening going on, the world is spinning round faster and time is thus shorter!

No T Register events left on the calendar for this year although one or two competition meetings left to seek out and give you an excuse to get the car out and meet up with like minded souls enjoying the sole purpose of being a T Type.

Since the July edition of TRN and Silverstone many of us have enjoyed the annual T Register extravaganza of the Autumn Tour in September (much more of this in the following pages) some members even went further and joined the EEotY pilgrimage and travelled to the Swedish event in and around Ronneby in August and by all accounts had a fantastic time.

Conveniently brings us on to next year and the EEotY, for the first time held in the UK in Scotland. By this time people will know who has been fortunate to have secured a place on this very limited gathering of the clan. It is planned to organize a T Register tour based in the Borders to coincide with this event including any number of you that would welcome a few days out and about in the Borders whether going on to the EEotY or not, see later for details

More on next year now, the Rebuild Seminars in March are nicely taking shape, lots of new topics, some of the old ‘T’ problems with a modern twist and of course the opportunity to mix and match with all the characters who make up this great community of MG devotees. Book early to ensure your place, see details later under 2013 Events or on the T Register website www.tregister.org

Most importantly, next year is the big one for the Register, hope not to bore you with it but after all a 50th Anniversary is always special.

Following the publication of this edition, the committee will be in deep discussion in Abingdon planning a whole tranche of celebrations and activities to mark this very special anniversary, watch this space and be prepared to enter into and enjoy.

Most of those who went on the Cotswolds Tour will have heard of the trials and tribulations experienced by me in getting the TF back on the road in time for this event, only to fail dismally on the day before departure at the MOT station. After 9 months careful attention and following the words of the prophets (the engine on the bench and including replacing all those core plugs) the little devil blew one of them on the way to the ramp, so much for fussing and fretting. Of course all is now forgotten and forgiven and the core plug is snugly back in place and my navigator had a far easier task from the comfort of the GT cockpit and with a full sunroof we were able to take advantage of the glorious sunshine over the entire week end.

What has been a revelation to me has been that the car was completely stripped down and rebuilt including the engine in 2000 and yet the deterioration on various replacement bits and pieces since that time is quite staggering and only having covered about 15,000 miles in the interim. I bought the car in 1968 and although off the road for a number of years, no major rebuild or restoration was ever carried out until 2000. Food for thought....

Cheers for now, happy and safe motoring and see you next year at the *big one!*

John Ward

Editor

FRONT COVER

Way back in January this year I received an email forwarded on from the T Register Postmaster in Kimber House.

It read that John Kick once owned a TD in the late sixties and that he was anxious to find out whether the car still existed and if so he would like to trace the current owner. Peter Cole the TD Registrar had advised him a few years before that the car was registered in Broadstairs in Kent at that time.

I started the ball rolling and contacted our DVLA man Roy Miller but shortly after that John emailed to say that he was over the moon to report that he had in fact tracked down the car through the Thanet Car Club and he had found out that it and the owner now resided in Canterbury. I replied that it was indeed good news and he may wish to tell us about it if he was ever reunited with the car.

And so now over to John.....

MG TD and I, re-united after 41 years.

For me this is a magical story, for non-classic car nuts - probably boring.

In 1967 I borrowed £220 from an old aunt and bought myself a tartan red 1953 MG TD, registration number 4961 H. It was a fortune to me then, I had not long finished an engineering apprenticeship in West London and probably earned about £20 a week.

I always wanted a T series MG, two of my cousin's boyfriends had TC's and our physics teacher at school had a TD, there was nothing else to have. I always loved the lines of the TD; it still is the major facet of car lust for me even now.

I have in these days in my pensioner dotage, a 1965 E-type Jaguar with those similar fabulous lines.



Picture of me and the TD in them days, picture colour has faded somewhat.

Editor: note those infamous day-glow socks of the period, I think they came in lime green, pink and orange!

The TD wings are fabulous and the three quarter front view is stunning with separate headlights, wonderful.

However, in 1969 I had a small accident in the car forcing me to lay it up whilst a friend in the car repair business fixed it when he had the time. Just to complicate things I then got married in 1970 with the TD not really finished and due to be sold.

Car in garage across the road from where my parents lived, engine in dad's shed. My wife still remembers my dad and me carrying that engine through their sitting room!

Eventually the car was finished, not in bad shape but far from concours (not sure that existed then?).

I sold the car to S. H. Richardson, a prominent MG dealer then in Staines, Middlesex in '70 or '71 for £200. A sad day but I was in love I guess.

The years rolled on and I never lost my passion for classics although with mortgage and family couldn't buy one until we bought a 1970 MGBGT which I fully restored, Marjie and the children went everywhere in it. Then came a couple of E-types culminating in the one I have now.

Now and again I thought of that TD, as did my wife, it was a big part of our life early on. To cut a long story short I became fired up by accidentally meeting the 1970 owner of my E-type and tried the DVLA as a start earlier this year to try and track down the TD.

Of course they would not give details of the owner but did at least confirm the car was taxed and insured! I then went to Peter Cole at the MGCC and all he had was that the car was at one time registered with the club but no longer and at the time it was near Broadstairs in Kent but that was all he had.

I felt a little stuck but then found as always how powerful the Internet can be... I Googled car clubs in the Isle of Thanet (Broadstairs). It came up with 'Thanet Classics' led by Lee Collier who suggested I post something about my quest maybe with a picture on his excellent web site. Bingo! after a great number of messages between the various members someone said on the message board, **“that's Bert's car!”**

Next day a photo was posted of my old car up on a ramp at 'Canterbury Convertibles'. I called the very helpful Mark at the garage who put me in touch with Bert Harvey who lives at Ash in Kent near Broadstairs.

Marjie my wife, and I finally made the trip to see Bert and his TD on the 1st of August. What a day, wife and I quite emotional. Bert happy to share his experiences and let me crawl over the car which at the overall level looked pretty like the car back in the 70's.



Me with the current owner Bert Harvey



And of course Marjie was not going to be left out!

Bert has had the car for over 20 years and his wife owned it prior to that, not sure before that. I note it is missing its front apron and has a new interior and hood, although clearly some while ago and also it sports a towing bracket, unusual for cars like this. It's a good runner with MOT and very useable although to get it into condition 'A' would take some considerable resource I would think, and who knows what lies below.....

So there we are, it is possible to track these old memories down but you have to stick at it. Thanks to Bert, Mark at CC, Lee at Thanet Classics and Peter at MGCC. **John Kick**

NEWS & RECENT EVENTS

The MGCC T Register Annual Autumn Tour

7th to 10th SEPTEMBER BASED AT
BROADWAY & CHIPPING CAMDEN

Once again the regular ensemble of T Types found their way to this annual gathering of the faithful and began to congregate from 2.00 pm onwards at their chosen hotel. This year at a tucked away gem just outside Broadway or in a hotel in the market square in the centre of Chipping Camden.

The Friday night dinner and briefing was the usual noisy and bustling affair renewing acquaintances and catching up on tales from the tarmac with the hotels providing excellent fare and imbibification.

Everybody remarked on the brilliant sunshine on the drive down and it was to be no exception on the Saturday, once the sun had chance to burn off the early morning mist in the valleys, it was hoods down for all, taking lunch and coffee stops in the gardens and patios.

Saturday saw us doing a 100 mile tour going SW as far as the Nailsworth Ladder and Minchinhampton driving through meandering hills and woodlands with the backdrop of the Malvern Hills in the distance.

The Saturday night gala dinner is always the highlight of the event, and no change this year, pre dinner reception, splendid company, a little light relief in the speeches all followed by the award of the prestigious T Register Trophies.

This year the Montague Burton Cup went to Bob and Lynne Douglas for their monumental travels in their T Type from "Barnsley to Beijing", the Malcolm Hogg Trophy for T racing went to Charles Harmer and the

Secretary's Prize was popularly awarded to Graham Brown for his many years service to the T Register and of course for organising Autumn Tours, (it was always going to be the last one he would do!)

Sunday dawned, a little later for some due to late night tales at the bar, to find another glorious sunny morning not even the customary rain on the tonneau covers overnight. This time the tour meandered West as far as Ledbury with a lunch stop at Eastnor Castle, and for some, thanks to the Eastnor Cricket Club who play in the grounds of the castle, there were filled rolls, hot butties, draught beer even Pimms and strawberries, all this for a very modest delve into the purse!



.....**who is next wicket down?**

Finally after some 85 miles our final stopover was at Croome Landscape Park now managed by the National Trust and who are currently carrying out extensive works to the house but the landscape gardens, of course set out by Capability Brown were a fine example of his creative style much sought after in the 18th century.

.....then it was all over for another year, most now returned to their hotels, some electing to commence their return journeys, oh and some have already booked for next year..... so be quick!

but wait there is more..... a view from the other side..... an unexpurgated version of the event as seen by a participant from the driving seat, or was it from the navigators?

THE MAGICAL MYSTERY TOUR

or

How to get a sore bum whilst enjoying yourself.

As the Olympic Stadium resounded to the crowd going wild as another Briton won a gold medal there were murmurings and questionings in households across the country.

Ladies in various houses were asking, *“Have you checked the oil? What about the brakes? I don’t want happening again – it was so embarrassing.....”*

The recipients of these questions were men of a certain disposition and wisdom.

Yes, as the nights began to draw in it was time for the annual migration of the T Register known as the Autumn Tour. The origins of this tribal event are believed to be in the last century when Mr. Ian Lloyd (of the Tickford persuasion) organised informal weekends.

So it was that on Friday 7th September, 60 T types descended upon Chipping Camden – a Cotswold town which grew prosperous on the back of the wool trade in the Middle Ages. Fortunately much of what was built in the 14th & 15th centuries survives and Camden is a prosperous town although one can no longer

get a horse shod nor purchase a chastity belt but there are many other places for ladies to spend their husband’s fortunes.

Some migrating to the hill top to stay at the Dormy Hotel and the others made rest at the Kings Hotel in the town. Friday evening was spent gossiping, putting the world to rights, eating and drinking.

Saturday was bright and sunny and those residing at the Kings went up the hill passing the 16th century Olympik Grounds, to the Dormy to start that day’s drive. This was to explore the Cotswolds. So our travellers headed west past the Broadway Tower from which one can see two countries, several counties and ‘x’ number of miles, but not so on this day. The Vales of Evesham and Severn were covered in a brilliant white autumnal mist making the hills, islands in a sea of cotton wool. They pressed on and descended into the valley where the temperature was several degrees lower.



Their path took them to Winchcombe, another town owing its prosperity to wool; through the town and up past Sudeley Castle (once home to Henry the Eight’s widow) and through woods past cottages and round bends until they reached the Air Balloon for coffee. For those of a certain age (and who isn’t) the Air Balloon was a significant point in travel from London to Hereford, Cheltenham and Gloucester.

It marked the beginning of the steep and long descent into Gloucester past the Gloucester aircraft company's works where the first British jet aeroplane flew – the first jet plane to fly was German.



We nearly all got in to the Air Ballon!

After a very welcome coffee our happy explorers continued westwards to Birdlip where there is another long and steep hill down to the Severn Vale. This was not for them, they motored south through grand woods into Laurie Lee country and thoughts of Rosie. (It is suggested that some of our travellers lusted after Rosie in the hay but alas, she, like Laurie are now pushing up daisies).

Then on to Minchinhampton; another Cotswold country town with shops selling essential country goods, green willies, expensive headscarves jumpers and pate de fois gras and then onto the common. In the last century a grand Royal lady exercised her horse here and greeted the peasants with a characteristic *NAFF ORF*. Like many of us, she is now a grandparent and so subdued. And so to lunch in glorious sunshine in hostelrys around the common.



After lunch our intrepid explorers drove their old but trusty conveyances to Nailsworth past the Nailsworth Ladder which was a key hill in pre war trials and where MGs excelled. As someone said "*It was difficult to walk on let alone drive a car*" for the terrain consists of large stones and is steep, very steep. It breaks even modern cars who dare to climb it.

From thence they passed through valleys which seemed to have only just been created, through sun drenched hamlets until they found a wooded combe in which was a Roman villa. Here our travellers took tea and watched gladiatorial combats which sadly did not end in the age old way; the decapitation of the vanquished (health and safety?). From thence some made their way to the Venice of the Cotswolds, Bourton on the Water, which was full of grockles, many of whom photographed the passing Abingdon machines.

And so to Camden for a drink or two, a bath and clean clothes. These intrepid folk met at the Dormy for drinks and then dinner. They ate fine food, drank excellent wine and were superbly entertained by a Barber Shop Quartet (why are they always Barber Shops – why not the Paint Shop Boys or the Greasy Monkeys Four?).

After this splendid repast and at the point where gentlemen would light their cigars (before it all became too PC) there were speeches from various eminences of this old and respected car club.

One urged the assembly to take their cars abroad. Those with good hearing would have heard mutterings from some quarters to the effect that they thought they were abroad for was this place not south of the Humber and north of Watford? Awards were made to those who had provided services to the register and then the bard, the sonnet writer spake. No sonnet this year but his literate offerings referred to Shakespeare, Brutus (*et tu Brute – what is this dagger that I see before me?*) as well as thanking, on behalf of the travellers, those who had made things happen through the past year and in particularly this adventure, Graham and Sue.



Sunday broke sunny and bright but for some it was an early start. In one car park men were seen with grease up to their elbows fettling a car. Was this for more power?

No it was an attempt to get some electricity for there was no charge. These exertions proved pointless for there was still no electrical charge.

Sunday was the day for the Malverns so the route took them down the Cotswold escarpment to Broadway, described as the show village of England, sadly, on this Sunday it was overwhelmed by visitors but not as badly as Bourton on Saturday.

It was not these tourists who delayed the migrants but a giant green machine, the size of a house on four huge wheels whose track was the same as the wheel base of an MG. This Combine Harvester was travelling to the next field of corn to be harvested. The harvest being late this year resulted in our travellers seeing several combines (powered by hundreds of horsepower) harvesting a poor crop in a cloud of dust. There was much stubble being cultivated by huge tractors pulling large, in some cases very large cultivators. None of these machines (including the combines) can be accurately guided by a human hand; they are all guided by GPS.

From Broadway the travellers passed fields of asparagus and other interesting crops in the Vale of Evesham to arrive at a silk mill for morning coffee. They were joined by a yellow MGB whose driver was surprised to see a multitude of MGs passing through his village. From thence they continued westwards across the River Severn over and under motorways until they came to Eastnor Castle for lunch. Built in the early nineteenth century it resembles a film set (for Robin Hood?).

After lunch our travellers drove to that fine town of Ledbury where they grow apples and it is noted for the number of private butchers, grocers, et al selling fine local produce. Oddly it has a shop where excellent model helicopters can be purchased.

So the journey continued north east to the western edge of the Malvern Hills, hills which inspired Elgar. From this edge it is possible to see the Cambrian Mountains but this view was impaired by a haze. Perhaps, it was fortunate that our traveller's eyes did not glimpse nor were their sensibilities affronted by the desecration of the giant windmills which dot these mountains like acne on a teenager.

From Malvern town they passed a *Truckfest* which seemed to consist of camper vans with lowered suspensions on slicks powered by raucous V8 engines (*why - are not camper vans meant to be slept in and not break to 0 to 60 mph record on the Southend bypass?*).

Thence to Upton upon Severn which some say is misnamed, should it not be Upton under Severn for it always floods. And so to Croome Park for tea. Croome Court was built in 1640 with remodelling by Lancelot Brown (not Spratt) for Lord Coventry who had the grounds landscaped by Capability Brown and a church built by Adam replacing an existing church which spoilt the view, or so Lord Coventry thought.



A pair of TF's skulking in the trees somewhere on route, could one of them belong to the author taking notes?

The house was the officer's mess of the nearby RAF base which was for many years (including WW2) the centre of development and testing of airborne electronic systems (radar, instrument landing and probably systems which no-one is allowed to talk about).

From here many, after fond farewells took their leave and headed home. The rest meandered back to Camden for a drink and a simple supper.

In the morning (Monday) cars were packed, bills paid and after fond farewells and promises to come again, our remaining travellers headed east north and south to home cherishing good and fond memories of weekend well spent.

For some, it was not all good. Demons of the mechanical variety reared up, causing electric and water pump problems and one car had to be trucked home. Some even had problems with their rooms – it was rumoured that the leader and leaderene of the pack (register) did not see one drop of hot water for the entire weekend.

Let us not dwell on such matters for they did not dull the pleasure nor the joy of our travellers who are very grateful to Sue and Graham Brown who had spent days (and many nights) planning and organising this event. May this humble scribe on behalf of us all make an enormous thank you to them both?

I leave you with this thought – *behind every successful man is an even more successful woman.*

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Panoramic picture of T's at The Air Balloon

by Bill Silcock

COMPETITION NEWS

A review of recent events by Jonathan Harmer MGCC Competition Secretary

Time, as ever, flies and it seems a long time ago that we were at Oulton Park for the MGCC Iconic 50's Sports Car race running along with the Peter Best Insurance Challenge racers. It was in fact August 11th to be precise, the race was a double header and we were races 3 and 11.

I arrived after a difficult and long drive to be polite, from Kent, to find a barbeque preparation in full swing outside the Pilot Motorsport emporium. It wasn't long before the meal was ready, the wine opened and the usual banter ensued – another great evening and one of the highlights of the racing weekend. For once this summer it was a dry day that greeted us and in practice it was John Bussey fastest followed by Chris Owen in his ever faster TA, followed by Alex Q in the Leco, Andrew Cox in the TC, yours truly in the TF, Geoff Toms in the beautiful Balino Special, a great addition to our strength, then Charles Harmer in his TF and Alistair Naylor in the TC.

As ever we set off at a cracking pace with at the front John, Chris and Alex all chasing hard. Chris Owen was perhaps pushing Alex a bit too hard and to avoid contact with the Leco, overbraked and slid into the barrier, fortunately without too much damage. John, in a do or die effort to beat Alex decided to try different aerodynamics when his door flew open, naturally on the passenger side, while taking a short cut over a rumble strip causing the chassis to flex. The race finished with Alex ahead of John by only a second followed by Andrew, Jonathan, Geoff, Charles and Alistair. Interestingly the fastest lap was with Alex on 2.16.432 and Chris on 2.16.516 – almost equal.

Race 11 followed much the same pattern but unfortunately with Andrew and Geoff not finishing, making the order Alex this time 6

seconds ahead of John followed by Jonathan, Charles and Alistair.

All in all a good day was had by all with great company, many thanks to the Peter Best Insurance Challenge for their welcome and Pilot Motorsport for their invaluable help keeping us on the straight and narrow.

In other events several T's took part in the Julius Thurgood race series at Mallory Park and by all accounts kept the flag flying beating a number of supposedly faster cars. Mallory has always suited T Types which always go well there.

On the overseas front while no-one went to Copenhagen some of us did venture to France, Tony Smith, Martin Price and Stuart Dean are long time regulars of the Etratat Hill climb near Le Havre and this year Charles and myself joined them. We were ably supported by Keith Hodder who came in his RV8 which certainly impressed the ladies! Quite an experience, a proper hill climb on a closed normal road outside the town and French hill climbs can only be described as a half way house between English hill climbs and circuit racing, throw in the French ambiance and a fair but relaxed attitude and all is set for a great weekend. Scrutineering is in the town at the Marie which means driving the cars through the town – great fun. This turns into as much a social event with spectators, cars and drivers all mingling with a great selection of cars from pre war to modern and a big invasion of Fraser Nash's.



Charles and I then went on to the Coupe Florio weekend in St. Brieuc. Another great weekend with even a concours on the Friday which was more about dress style than cars and the winning car ably supported by the longest legs and the shortest skirt. This naturally pressed all the buttons – I made the most noise but all to no avail, it really wasn't enough.

On the Saturday we went on a long rally through the countryside with the directions written on the road – imagine that happening here! On the Sunday was the regularity hill climb starting in the old port and ending up in the town. You had to match your morning time with the afternoon effort which Charles did very successfully and ended up first equal with a French Talbot Special. The Talbot won based on calculations that we still cannot work out! The hill itself was about three miles on a closed road and really was a great blast and the French were so enthusiastic. So keen in fact that one bar owner gave the Rosbifs free drinks all evening. We are already planning a return visit.

On our return home I was told that Charles had been awarded the Malcolm Hogg Trophy awarded for exploits or endeavours within the racing fraternity. He was awarded it for getting his car to Silverstone only four weeks after a crash at Brands Hatch which resulted in having to rebuild the chassis on the car. Credit should be given to Chris Boyd at Pilot Motorsport without whom it would not have happened – the true T Type spirit!

Next on to Snetterton which was over the weekend of the 13/14 October. We entered two teams for the four hour British Motor Heritage Relay race comprising 26 teams in total. Most of us met up at Snetterton on the Saturday and went off to a nearby pub with proper beer and good food. It also had the advantage that I was staying there which meant no driving late at night. A good time was had by all and we all looked forward to the following day. Sunday started off sunny and bright and everyone got through scrutineering.

Jeff Marsden who had organized the two teams now takes up the story.

The two teams were the 'Other Cream Tea Team' with Tim Patchett in his TA 1500, Jonathan Harmer in the TF 1500, Charles Harmer in a 1350 TF and Jeff Marsden in his TC 1350 supercharged, the other team aptly named 'T Types Too' consisted of Peter House in his Mini Cooper S (BMW version) as his car wasn't ready, Andy Cox in his TC 1350 supercharged, Stuart Dean in the Dick Jacobs Special 1500cc (re-bodied YB) and Bruce Riches in his Elva 1100 (who stepped in on Friday to make up the team after 2 people dropped out). Andy had electrical gremlins with the TC and missed practice and had to drop out and at the last minute John Hatton came in with his red FIA MGB (he had actually raced with us 2 years ago).

We qualified 3rd from last on the grid at the start and Tim led Team 25 off followed by Charles, Jonathan and then Jeff. We all did the same track time of 25 to 30 minutes and all went smoothly apart from having to bring Charles in over a claim that his transponder wasn't working. The timekeepers said it was OK so we effectively lost 2 laps which would have been the difference on handicap for us to come 1st!

Peter set off on the grid as Team 26, having qualified quicker than us, obviously, and the others took their turn as the time elapsed. Unfortunately Bruce was the only casualty in the race losing compression on No. 1 cylinder towards the end of his second stint.

All went fairly smoothly and to plan for both teams. In the last hour the rain came down which favoured the slower, less powerful cars and it was quite satisfying to be able to pass them in the wet!

Well, what a race – after the first hour and the second hour and the third hour 'T Types Too' were in the lead on handicap with the 'Other Cream Team' closing fast. The end result was that 'T Types Too' won the race with the 'Other Cream Team' second on handicap. So first and second in one of the major races of the season – not a bad result for the oldies and of course I mean the cars, not the drivers

Real credit must go to Sue Patchett, Mary Dean and Kate Marsden for organising us, keeping us fed, watered, in order and informed from the pit wall even in the pouring rain. Real team players! Thanks must also go to Pilot Motorsport for their help, advice and reassurance on things mechanical, whenever we thought something might be amiss. Good lads to have around at anytime.

Everyone enjoyed themselves, the atmosphere was electric, the camaraderie and competitiveness were obvious and we shall be eager to repeat the experience next year.

Many thanks to Jonathan Harmer and Jeff Marsden

Most of you know by now about the T Racer Dinner in conjunction with PBIC at Staverton Park on November 24th, if you want to go and haven't had a form let Jonathan know. You don't have to be a racer to be there, just be interested in competition T Types.

**MGCC Peter Best Insurance
Challenge & Iconic Sports Cars
Annual Prize Presentation
Dinner & Disco
Staverton Park, Daventry
Saturday 24th November 2012**

Rooms can be booked for overnight accommodation for £39.00 per room. Please quote MGCC PBIC when making a reservation. Call 0844 980 2317.

Please contact Richard Tinkler on 01728 685278 or richard_tinkler@btinternet.com if there are any queries or special dietary requirements.

Cheques to be made out to Jonathan Harmer and send to Stone Hill, Stone Hill Rd., Egerton, Kent TN27 9DU

Whilst still in a competitive mood, a reflective article from Tony Smith one of the great exponents of sprinting and hill climbs in his TA Special

A lean, mean, fighting machine

(A tale of a supercharged XPAG engined TA hillclimb car)

As I journey further into my hillclimbing and sprinting exploits, inevitably, one's psyche demands constant improvement in performance. It's a bit like golf, so I am told where the challenge between you and the course becomes a consuming addiction; you just have to improve at each visit to a venue.

There are only two ways to do this, either become a better driver or improve the performance of your car. I have not given much attention to becoming a better driver because like most 60 year old males I know I am about the best driver there ever was.

There is one obtuse exception to this and that is I have lost over 3 stone in weight since December 2011. Whilst this has not improved my driving skills, how could I? It does mean that my car now has a lighter driver to carry to the top of the hill. I think Colin Chapman would have thought he had died and gone to heaven if he could have reduced the weight of one of his cars by over 40lbs!

In addition to this I have replaced the 3/8 marine ply rear bulkhead with 1.2mm aluminum and the current wheels and tyres have become lighter, 60 instead of 72 spokes and Dunlop's instead of Blockleys. This brings my total weight saving close to 50lbs in the last 10 months. What this means was highlighted when I went to collect a 20kg bag of chicken feed for my neighbour, carrying a 44lb sack brings it home to you just how heavy this is.

Enough of this waffle, the most obvious way to improve your hillclimb times is to improve your cars performance, make it faster. I have often toyed with the idea of slotting a small-block Chevy in place of the XPAG, four times the power at half the cost! Unfortunately this would not fit within the T type Luffield Speed Championship regulations.

Instead I constantly mess with axle ratios, tyres and pressures, timing, compression ratios, supercharger boost pressure and fuel/air ratios in search of that extra 0.5 bhp.

I have had my car on a rolling road to get the primary engine parameters in the ball park but in time there always follows the previously mentioned tinkering to see if there is any room for improvement.

This brings me to the purpose of this article. Unknowingly I had got the air/fuel ratio a little lean at wide open throttle (WOT). This was not so critical whilst hillclimbing, as you only hold WOT for a few seconds at a time at most tracks and then the engine gets to cool after a couple of minutes use. On the road it is a completely different matter where you can be holding WOT for several minutes at a time, climbing a long incline for example. With a lean mixture this dramatically raises combustion chamber/piston temperature. I know this because on the road at WOT I suffered a momentary piston seizure resulting in an ever worsening piston slap condition. Out with the engine and dismantle to find #3 piston skirt well and truly scuffed. Bores honed and 4 new pistons later (have never found anyone prepared to sell just one new piston!) I am determined not to have this happen again.

The remedy has been to fit an air/fuel ratio meter. What a revelation this has proven to be. After much research of the commercially available gauges I chose the Stack kit because it is an exceptional piece of equipment. It also has an exceptional price

but at the equivalent cost of a couple of pistons it is in fact a bargain. The kit includes an adapter for the included Bosch wide band oxygen sensor which has to be welded into the exhaust down-pipe. This is hooked up to the gauge with the provided harness by following the comprehensive kit instructions.

The gauge turns on by sensing the cars electrical system voltage and once 12 volts is reached, usually after cranking; the gauge goes through a 30 second countdown as it preheats the O2 sensor. Once up to temperature the gauge then reads out the real time air/fuel ratio in your engine on a numeric digital display as well as via a series of green/amber/red LED warning lamps. The gauge also has other tricks, like it will store and recall peak values etc.

Now the entire public highway becomes your rolling road. From idle to WOT and everything in between, uphill, downhill, under load or on the over-run you can see the air/fuel ratio in your engine and trust me when I say it is constantly changing. Theoretically it should be at 14.7:1 for a perfect ratio on pump petrol but in practice a little richer is more desirable, for maximum power my engine likes to be at about 13:1.

You can now accurately see the effect of all those little tweaks you can make to an SU carburetor and for example just how significant the changing of damper oil viscosity or dashpot springs can be.

I am now confident that I will never run WOT lean or lean at any other condition, all for the cost of a rolling road session and a fraction of the cost of an XPAG rebuild.

If you would like to join the happy band of T Typers who compete in the Luffield Speed Championship please contact me at ltm.smith@btinternet.com

Tony Smith

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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2013 EVENTS

THE T REGISTER REBUILD SEMINARS

The 33rd T Register Rebuild Seminars will be at the Motor Heritage Centre in Gaydon, Warwickshire on Saturday March 23rd.

ADVANCED NOTIFICATION

It is announced that the programme for next year will definitely include the following topics and speakers..... with more yet to be confirmed.

'Off the top of my head' – Barrie Jones, the author of "Barrie's Notes on Maintaining a 1955 TF in the 21st Century" and who for many years has been the T Register Technical Adviser and TF Registrar.

'Keeping on the straight & narrow' – Eric Worpe, like Barrie a long standing T Type specialist and the Technical Adviser within the Register for the TB and TC.

'Getting your T Type in Trim' – Mike Collingburn who now with his son James have been fitting out and installing weather equipment to T Types for eons.

'Supercharging the XPAG' – Steve Baker, a self confessed MG devotee for over 30 years with a racing pedigree in T Types and pre war MG Specials.

'Instrumental to T Types' – Tim Ingle of Speedograph Richfield Ltd market leaders in classic car speedometer and instrument specialists.

'More amazing mods from rambling Ron' – Ron Drake, a regular contributor to T Type matters with some more of his valuable safety modifications and other tweaks.

'Getting the most from your XPAG' – George Edney, who better than anyone knows more about your engine and its capabilities and performance?

There will be the usual **'Bring and Buy Stall'** where punters can dispose of unwanted spares or pick up a rare and original part that they have been seeking for years.

Event fees are MGCC members £35.00, non members £40.00, next generation/relative £27.50 all of which includes a full refreshment service and lunch together with free access to the Museum and the vehicle displays.

Registration is from 8.30am with the first sessions starting at 10am until approximately 5.00pm

Application forms can be downloaded from www.tregister.org or other enquiries contact wakefieldalan@aol.com or 01932 873170

Following which the all important MGCC T Register Annual General Meeting will take place promptly at 5.15pm.



THE EUROPEAN EVENT OF THE YEAR AND THE BORDERS TOUR 2013

Interest is now building in the proposed T Register Tour to the Borders and then for those lucky enough to get a place travelling onward to Aviemore and the European Event of the Year being hosted for the first time in the UK.

The dates for the Borders Tour will be the 12th to the 15th August 2013, which will include 2 nights stay at the **Old Vicarage**, the well known MG hostelry run by Grant and Barbara Humphreys in Leyburn in the North Yorkshire Dales and then onto a hotel in Peebles north of the border for a further 2 nights.

There will be no fixed routes, and so no route book, but we will have lots of suggestions as to what you can do on non-travelling days: we hope these will include visits (castles, gardens, sights etc as available) and possibly a suggestion or two for tours.

Several people have expressed interest in the idea of going on the jaunt but not intending to apply for places on the European Event, so in order to progress the arrangements further we now need a firm commitment from all interested parties.

We do realise that circumstances can change between now and next summer, but as far as possible we do need you to confirm your decision now so that we can go ahead with the bookings at the very latest by the end of the year.

In order to confirm your booking arrangements please contact:

Bill and/or Sally Silcock

Telephone; 01525 750468

Email; treg.sec@virginmedia.com or bill.silcock1@ntlworld.com

THE 2013 AUTUMN TOUR TO NORTH DEVON AND EXMOOR

Highbullen Hotel North Devon 13th to 16th September

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.

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 invited to eat at the main hotel and attend the Gala Dinner as normal



EVERY T TYPE'S GARAGE MUST HAVE ONE.....

"So where can I get one?"

"but I am not a TF"

"well you can be a TA or a TC or a TD, all to special order providing there is enough demand."

To find out more and register your interest contact this number and ask for Bob.....01794 388538

Something always close to our heart, the thorny and complicated world of classic car insurance.

Without delving into the regular issues of insurance, Keith Doherty discovered the following clause in his policy that many of you might not be aware of and perhaps should consider.

Have you read your Insurance policy?

Not long ago I was having lunch at a meeting of our local natter when one of my fellow diners mentioned in conversation that my MG may not be covered by my insurance policy if it was parked outside my house. I was flabbergasted!

Having now done a little research I found out that my precious TF is NOT covered under my policy for loss or damage whilst it is parked outside (or nearby to) my house overnight – specifically between the hours of 10pm to 6am. This was a complete shock to me as I had no idea that such an exclusion clause existed.

It is not applicable in all classic car policies but with minimal effort I have found the same exclusion in policies from at least four different insurers and that without much effort on my part.

The car is, of course, covered if parked in a locked garage or somewhere previously agreed by the insurers.

I have a strong feeling that not very many people are aware of this exclusion, which I feel is very important, because the highest risk is theft of the car and the values are getting quite substantial.

Think about it for a minute. Get home - park car - go inside for supper – come out later –

NO CAR – NO MONEY.

‘NOTICE BOARD’

Barrie Jones the MGCC T Register TF Registrar says he has been kept very busy for the last 6 months. In that time he has added another 110 previously unknown TFs to the register. As of today, there are now 2,530 TFs on the T Register which accounts for over 25% of the total number of TF's ever made being 9,600. Not bad is it for a car that is now nearly 60 years old?

Stewart Penfound, the TA, TB and TC and Specials Registrar reports that a milestone has been passed in that we now have just over 50% of all TCs produced on file, 5029 out of 10,000.

The usual health warning - they don't all exist! 770 of them are chassis number unknown (registration number the only identification) so they don't have a T Register number. 37 are new to the Register since his last report (the majority with chassis numbers) and 25 others have changed hands, so there is still a healthy market out there.

We have 262 TBs on file, out of 377 produced (69.49%); no new ones but 2 have changed hands.

Of 3003 TAs made, we have 1741 on the Register (57.97%) and 10 found new owners recently.

Of the 86 Specials on file, one was sold at Auction at the recent Goodwood Revival. It is Lester MG GUO 209, to my mind one of the ugliest cars ever made, which is probably why it has taken the best part of four years to sell.



It went for a tad under £20,000 and is now on its way to the USA where it is already advertised for \$65,000!

IMPORTANT NOTICE TO OUR TRN HARD COPY SUBSCRIBERS

To all of you that still wish to subscribe to our hard copy mailing service, you will find enclosed with this issue an invoice for next year 2013. Upon receipt of your cheque for £12.00 as last year, you will automatically be added to our circulation list and receive the 4 quarterly issues as and when published.

THE 2012 AUTUMN TOUR PICTURES

Many, many thanks to all of you who sent me pictures of the memorable tour this year, obviously no room to include them all but thanks again and I leave you with a couple more for the record.



Carlo Romero (TC owner since 1966) gets his MG 25 year members badge from MGCC Chairman Bill Silcock



Marshall gets stuck in.....and.....



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

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

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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