



'T' REGISTER NEWS

THE MAGAZINE OF THE MG CAR CLUB 'T' REGISTER NOW IN ITS 50TH YEAR

NO. 9 JANUARY 2013



BILL NORMAN'S TC 5066

QUIETLY BUT ONLY RESTING IN OMAHA DURING THE FIRST THOUSAND MILES

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

A belated wish from everyone on the T Register committee wishing you all the very best for 2013.

I watched a documentary recently on the winter of '63 and realised it is also 50 years since that event and the foundation of our Register which we are celebrating this year. I can't claim to have driven an MG during that particular snowy patch but I did ride an English motorcycle right through it, not sure you could do that today! No doubt the snow will melt and soon we will be looking forward to the spring and some great T Type events, all with the 50th Anniversary as a running theme throughout the year.

I hope to see many of you at our events during the year and do keep us in touch with your thoughts so as to ensure we, as your committee, are providing the events you wish to attend. Well, I am off now to plan my sprinting calendar for the year, why not enter some competitive events yourself and enjoy this aspect of your car in 2013.

Annie and I will soon be tackling in earnest the planning of routes around North Devon and Exmoor for the Autumn Tour. We spent a very pleasant time during the Xmas break at the Highbullen Hotel, the management and staff looked after us very well and they are all looking forward to us being their guests in September.

Enjoy the first edition of TRN for this year and I look forward to seeing you at the first event that I shall be attending this year at Rebuild, combined with our AGM on the 23rd March.

Happy T Typing

All the best, Geoff

TRN JANUARY 2013

TABLE OF CONTENTS

Page	2	A message from the Chairman	Geoff Matthews
Page	3	The Editorial	John Ward
Page	4	Front cover – A thousand miles	Bill Norman
Page	8	Future events	John Ward
Page	10	Anniversary year Calendar of Events	
Page	12	Competition News	Keith Hodder
Page	12	George in America	Barbara Edney
Page	15	In the beginning, the story of the T Register	John Ward

EDITORIAL

So here we have it, the first TRN offering in this momentous year of the T Register's 50th Anniversary since being formed in 1963.

By now you should have already seen the new logo specifically created for this year's celebrations but just in case you haven't look on page 10.

The logo will feature in all our publications and magazines and on regalia and clothing throughout the year.

By the time you read this edition, hopefully many of you will have booked to go to the MG Spares Day at Stoneleigh near Warwick on February 17th and of course all of you will be at the special Rebuild sessions on March 23rd at the British Heritage Motor Museum. Details of both of these events can be found in "Safety Fast" or on our website www.tregister.org

Immediately following on from the Rebuild presentations, we will be assembling for the Register's Annual General Meeting.

Your opportunity to come along to receive the annual reports from the officers and committee, raise pertinent questions and suggestions as to how you would wish the Register to progress in the next 50 years and most of all to vote in the election of officers and committee for the coming year.

In this regard, the Chairman and the Secretary would be very pleased to hear from any of you who would wish to stand or to nominate prospective members to join the committee to carry on the good works. The future development of this prestigious chapter of the MGCC depends on you.

I hope many of you read and enjoyed the article in January's "Safety Fast" about the beginnings and early days of our Register when a bunch of boy racers got the idea to

form their own group within the club devoted solely to T Types.

All the research and information used to create this article was gleaned from copies of the original newsletters and bulletins which I am privileged to have in my possession.

As I have said before I will always be pleased to hear from anyone who wishes to bequeath papers, photographs, magazines, newsletters appertaining to the Register. You can be rest assured that eventually all this material will find its way into the archives at Kimber House as a permanent record of all matters T Type within the MGCC

For those that do not have access to the T Register website or "Safety Fast" the story of the beginning of the Register is reprinted at the back of this month's edition.

The concrete garage floor is still very cold at present and not user friendly to these old bones but suffice to say I have tracked down what I hope is the last gremlin in the TF's demises from last year, the old sticky ticker in the SU fuel pump. Steps are in hand to resolve, cannot be without the T this year, of all years!

I had a very interesting call from a guy this month who sought some information on TF's. His brother deals in antiques but in his youth had a TD. Going through an auction catalogue recently under the section of 'collectables' he noticed a MGTF 1954 1500cc, lots of pictures, provenance, one owner from new, and still on the road with an MOT to February 2013. We deduced that it was not a 1500 from the chassis plate but nevertheless a solid genuine motor and wait for it...18,657 genuine recorded miles. The auction was in January and it sold for a hammer price of £21,000 plus of course auctioneers commission. So you see they are still about, I wonder if it will surface at one of our meetings this year?

Happy huntingJohn Ward

FRONT COVER

A Thousand Miles

The tale of a T Type by Bill Norman

I remember the first time I saw an MG T-type, the year was 1968 and I was twelve years old. I went on to play with a few Sprites and Midgets in my youth but it took forty years to get my hands on a T Type, TC 5066 to be precise.

It was an eBay purchase and we all know how that goes. It was an older restoration is what the seller said. So it had brakes that leaked and pulled, steering that was way too loose, and fuel leaks from the tank and carburetors. Then it sat for a few years, TC's seem to be very good at that.

This year with the Mayan calendar thing, the national debt spiraling out of control, massive inflation, civil unrest, asteroid sightings or pick for yourself any other doomsday scenario,

I had to get it drivable. I read on the internet that the local British Car Club was having a contest. A thousand miles in a British car, this sounded sporting.

It was the last part of February when I started the project. Brakes and steering seemed like a good place to start.

The First Drives.....One hundred thirty miles.....May 12, 2012

It's had about ten drives and has been reliable and always gotten me home. The longest trip has been 27 miles. The worst problem was a fuel leak from the rear carburetor float bowl mount that happened about trip five. I did have more than a few worries considering the minimal preparation I had performed for this endeavour.

The top speed driven had been 48 mph, some vibration about 42, smooths out by 46, run out of nerve about 48! It would seem like a balance problem but when doing the front brakes I noticed considerable lateral run out in the wheels.

Run out or balance, I think both. The steering repair on the sector shaft seems to be holding, developing a little play, nothing excessive like it was. The oil leak from the rear main seal seems to have gotten a little better, it's only dropped about ½ quart in the total miles driven. I finally found the dip stick for the transmission, it only had a pint of 140 weight in it, two pints low, narrowly averted disaster there.

Saw the tachometer top 4000 once, seems to enjoy that rpm, very perky, I try to keep the rpm to about 3000 for a shift point, theory being plugs are easier to change than bearings.

Trip eight was 22 miles and with the windscreen folded flat, it is the essence of motoring. On the two lane blacktop it handles like nothing I've ever driven, it sure is fun. The wife and co-pilot does not fully appreciate the gravel roads or me trying for that perfect four wheel drift. What can I do?

The car does attract attention and in this mid-western town of SUV's and pickup trucks that is not always a good thing. We plan a hundred mile trip around Lake Manawa and surrounding areas tomorrow. Wish me luck!

The First Breakdown.....Three Hundred Miles.....June 16, 2012

On May 13 we had our drive to the Olive Garden at Lake Manawa to meet the extended family, always drive to impress is what I say. On the trip there it cut out and died on about 16th & Dodge and a couple of times thereafter in downtown Omaha.

Just when I was thinking how wonderful this was but it ran flawlessly for the rest of the trip. After dinner and a brief discussion of vegan diets we headed up to Crescent by way of the scenic Council Bluffs and then back around Lake Manawa, across the South Omaha bridge and through the old market.

Then we got serious on the gravel north of Fort Calhoun. I love the gravel roads in the TC. Wound up by Lake Cunningham and then home. Even with the obligatory drive through downtown Benson we were only at 98 miles, so had to drive around a little more to make it an even 100.

The car ran great with the exception of the cut outs about 5 miles into the trip, thinking electrical, maybe I should have checked those points. Easing the shift points up to 4000, top speed attained 52 mph, vibration seems to have gone away, maybe it was just tires.

Consumed or leaked about 1/3 quart oil, I believe most of it leaked, rear main oil seal still. Ran wonderfully, brakes are seating in, steering still tight. Cooling on an 80 degree day ran 80C, 85C in traffic. Life is good. Next trip about a week later exploring the gravel by Fort Calhoun was 55 miles, no problems followed by the next trip around 35 miles, no problems.

Then the problem, the fourth trip! The tachometer stops working, drops to zero, it's always been a little odd. When I got the car the cable was broken, replaced that and the tachometer seems to jump in 100 rpm increments, thinking sticky gauge since I had lubricated the cable, thought it might become more fluid if put in use for awhile, no such luck.

Next symptom, cooling gauge showing 105C and only 75 degrees outside. The wise person would have looked at the ammeter, I didn't. We went to McDonalds. Had one of those delicious Big Macs and waited for the car to cool.

Noticed something dragging from the right front leaf spring, thought it was a rope or something. I'm thinking that the thermostat must be sticking. So we drive home. Imagine my surprise to discover the fan belt was broken, I think it passed the test, it got me home.

Solution, consult the Moss catalogue, they say that there is some discussion as to the proper length and cross section of the belt. They say 19mm x 925 is too short and 17mm x 990mm is too long, I translate this into a B36 cogged belt and head for Baum Iron. This fits just right, seats in the pulleys well and is in the middle of its adjustment. The aftermath of the overheat was the water pump leaked, it has a grease fitting and I packed it with wheel bearing grease, seemed to have stopped the leak although I think permanent damage could have been done to the seals, this could turn into another Moss Motors nightmare.

Had the TC out again a few days ago, 92 degrees outside, cooling runs about 80C, 87C at long stops. I seem to remember that these MG's are not all that pleasant in the heat. I've driven the TC 313.9 miles now and pulled the distributor this morning, time to give those points some attention. An ounce of prevention you know.

The Car Show.....Four hundred and Fifty miles.....July 31, 2012

The first car show and what a day of excitement. The hustle to get the TC waxed in the two hours I had allotted for the chore. But anyway, back to those contact points and the 16th of June. The weather was lovely but those contact points were badly pitted. Of course I decided to file them there was still lots of meat left. Static timed at zero with thumb adjustment centered. Started the engine, found best running around six degrees advanced.

There's a fairly long gradient on the river road north, good for loading the engine to check advance. I was thrilled with the results, good torque and zings past four thousand. Saw the speedometer hit sixty-two and the tachometer at four thousand for about a mile. It's supposed to be sixteen mph per thousand rpm. How fast was I really going? It seemed awfully fast for those tires, at least that's what the co-pilot was saying and I reluctantly agreed. I truly believe that it could hit seventy five but just not on that day.

Then it got hot, too hot to drive the car that I'd enjoyed so much all spring. But this was car show day and the heat wave had finally broke, it was only ninety-five. I'd taken it to the show and shine event at Quaker State Lube in Council Bluffs in May and got a good response, but this was a real car show, with trophies and all. And I had cleaned and waxed it till my fingers hurt.

I'd researched these events on the internet and chose an event that didn't cost any money to enter. The event had ten classes, one of which was "Best Import". The car that won that class last year was a '74 Mini Cooper with big fog lamps. The event was sponsored by the local Camaro club and I figured that competition would be sparse.

Every entrant received one vote for each class and there were one hundred forty entrants. How could that lovely TC lose? The only other imports were a late sixties Bug, then a new style Bug, and a 911 Porsche. The Porsche was a Carrera and the Bugs were nice, but that TC is cool. Unfortunately, cool does not involve headlights and I don't have any because somebody butchered the wiring long ago. They started counting the ballots at 8.00 pm and that was about the time we left.

There were a lot of nice cars, a fifty's Merc, chopped, low ride, flames. An old forty Chevy truck, still had the blue flame in it. But once again, that TC is cool.

I've heard "nice car" so many times driving around town. Perhaps the Camaro club was not the proper venue. Maybe they thought I was a bit snobbish for leaving early. Anyway, when the votes were counted, I was sure the trophy would be mine. It isn't important how many votes the TC received that day. The fun is in driving it, no more car shows!



All alone at the Show.....

The Road Rally.....Seven hundred and Forty Five miles.....September 23, 2012

I thought it was a good idea, haven't been on a road rally in years and I needed to put some miles on the TC, as the goal was to drive a 1000 miles this summer. Better yet, with that newfangled thing called google earth I could design the course myself. I would write the instructions. I would be the only entrant. I would control the check points. How could I lose?

I would be sure to win a trophy this time. The course was about 110 miles and we were in the car for three and three quarter hours straight. It wasn't uncomfortable in fact it was downright cozy.

The outdoor air was about 68C and the engine was running between 70C and 80C, I still think the thermostat is a little sticky. Just can't get that thought out of my head. The rear main seal still leaks, it leaves a large puddle when I get home and park it in the

garage yet total consumption for the 112 mile trip was four tenths of a quart.

I finally got around to doing a compression test about a month ago, all around 150, very solid, virtually no variance, I wonder if I could get away with just replacing the rear main seal and the main and rod bearings. No, that would lead to a valve job.

Then you might as well replace that cam and lifters, might as well bore it out and install one of those steel cranks to get it ready to accept that supercharger. I think I'll add a half quart of oil and ponder this.

The master cylinder weeps a little bit, I have the rebuild kit, figured I would install it after the brakes failed. That steering sector shaft is another story. The new shaft is .018" larger in diameter and the installation would require some machine work.

The splines for the drop arm are also larger and I'm sceptical of spreading the drop arm, these things do break. I could get a new drop arm but I'm not sure if it would be the right size. The repair I made by pressing the peg in brass into the sector shaft is still tight. I know this repair is a little unorthodox but it has worked, so far. Adding or removing shims to adjust the box to zero lash seems perfectly normal to me.

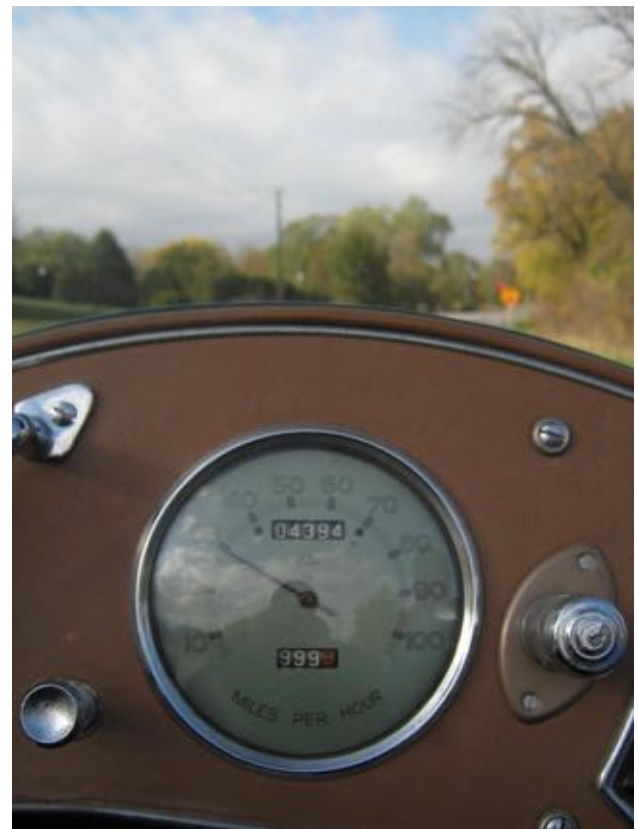
The steering has minimal play and drives very nicely. Fuel consumption is somewhat hard to gauge as I never fill the tank. My best estimate is upper twenties mpg.

The co-pilot and I were discussing the safety aspect of having the fuel tank strapped to the back of the car when she chirped "I just can't trust this car to be absolutely safe". I responded with a nervous chuckle. Did I mention that the front shocks are disconnected?

I thought I did a really good job on this course, lots of gravel, sharp turns, hills, two lane

blacktop and some city streets. The car can go kind of squirrely on those gravel washboards and steep down hills on deep gravel will get your heart pumping. Maybe it's just my age. The average speed on the course was 29.3 mph. I attained speeds of 50 mph and would consider it driving in a sporting fashion. Didn't do any sixty two mph speed runs this trip, still thinking about those tires. On the two lane blacktop it is a joy to drive. My instructions worked perfectly about three fourths of the way through the course.

Imagine my surprise when we wound up lost east of Council Bluffs and in dead last place, I don't think I can award myself a trophy for that.



999.9 nearly there.....

The Rock Quarry and Finish.....One Thousand and Eighty Three Miles.....October 13, 2012

The rock quarry, the ultimate destination hot spot. At some point on this trip the co-pilot comments on a noise. The drive to the quarry is thirty miles of very scary city driving. The prevalence of large SUV's barreling down on you from behind as you observe them texting make city driving an unpleasant experience. Only two ways across the Platte River, add eighteen wheelers to the mix and it could not be a worse experience.

The sixty miles of very straight and level gravel allowed the wind no breaks. There was a very strong wind on the plains that day and the drive was mostly uncomfortable. South is a tough way to go. I just can't place where that noise is coming from.

The next few drives were north on the blacktop and were very pleasant. The TC has been reliable and I feel comfortable driving it. It still has the oil leaks and I still worry about a few other things but I'm so close to a thousand miles. It took about a hundred fifty miles to discover where that noise was from. The noise is from the speedometer and this could be disastrous. It would never show the thousand miles!

The goal has been accomplished and drivable weather is almost gone. The nicest thing you can say about an antique car is that it never stranded you. It never came home on a tow truck. I can live with the oil leaks but the thought of a sixty four year old ruptured brake line or a steering failure frighten me. The amount of money it would take to replace all of these parts frightens me even more.

I may have neglected to mention that I never put license plates on this car and this frightens me too. The TC performed far above expectations under less than favorable driving and maintenance conditions. More than that, it

is fun to drive. I hope to take the TC out a few more times this fall,

Wish me luck!

Editor

I do hope that we get to hear more of Bill's travels and adventures in the TC in the future.

FUTURE EVENTS

PRE-WAR PRESCOTT

SATURDAY 20TH JULY 2013

Once again this year the T Register is privileged to be invited to the prestigious Pre-War Prescott meeting where for the last two years we have managed to get an excellent turnout of TA's to this super event that grows in stature each year. Post war T Types are welcome too, parking is in the orchard adjacent to the hill, an excellent place for spectators and all for £10.00 per car. For more details see;-

www.prewarprescott.com/index.html or contact our man Brian Rainbow at brian@brianrainbow.free-online.co.uk

THE 50TH ANNIVERSARY

T PARTY SUNDAY 28TH JULY

“WINGS AND WHEELS”

OLD WARDEN AIRFIELD SHUTTLEWORTH

Bedfordshire

To commemorate this auspicious year, it has been decided to revisit this memorable venue, the scene of many T Party's over the years.

In order to ensure a superb atmosphere, provisional arrangements have been made for up to 50 cars to enjoy collective parking on the grass immediately adjacent to the flying action.

This will provide an excellent location at which to show off your fine T Type wicker picnic baskets, suitably disgorged onto period picnic tables, chairs and rugs from which to enjoy a full day's appropriate refreshment whilst being entertained overhead, all this amidst a very sociable atmosphere.

The air display is themed 'Wings and Wheels' and will include a collection of cars and motorcycles and with some static planes on the field. All this in vinculum with the customary 2 to 3 hour air show featuring many of Shuttleworth's collection of 50 airplanes from Edwardian times through two world wars right up to the 1950's with the possibility of some other visiting aircraft flying in to complete the day's spectacle.

There will be unrestricted access to all the hangers and the collection, in addition there is a vibrant Visitor Centre with a memorabilia and regalia shop together with excellent permanent catering facilities, all in all a thoroughly grand day out - not to be missed.

It will be a full day starting at 9.00am continuing through to around 6.30pm dependent on flying conditions. As a special group with dedicated parking, the T Types are being offered a price of £19.00 per person for the day and all will receive a 50th Anniversary plaque.

In order to gauge numbers for planning and parking arrangements, an early expression of interest is requested a.s.a.p. following which an Entry Form will be dispatched about the end of April. Contact Graham Brown on telephone 01234 358729 or by email graham.sue358@btinternet.com entry fees must be paid in advance to obtain tickets by end of June.

THE BORDERS TOUR TO NORTH YORKS AND PEEBLES

The organisers Bill and Sally Silcock report that there has been a cancellation for the two days in North Yorkshire on Monday and Tuesday 12th and 13th August, so if you wish to join this wee select band for a jaunt around the Dales, contact Sally on 01525 750468 or treg.sec@virginmedia.com

THE AUTUMN TOUR NORTH DEVON & EXMOOR 13th TO 16th AUGUST

During their stay over the Xmas period at the Highbullen Hotel, this year's venue, the organisers Annie and Geoff Matthews were advised by the new owners that as a result of the completion of a major refurbishment programme there will now be a further 10 rooms available for T Types and their cars for the weekend Friday 13th September to Monday 16th. Take advantage and join in the annual T Register get together this time in the spectacular Exmoor Forest and the Mole Valley, contact them now on 01840 214972 or email anniepmatthews@yahoo.co.uk

The 5th biennial National Weekend Rally of the Pre-War MG Register of Australia.

25th-27th October 2013 in the historic city of Bathurst 200 kms west of Sydney.

Anyone out there who is or is likely to be in the antipodes at this time may like to make tracks to this fantastic event.

The selection of Bathurst is to celebrate the 75th Anniversary of the 1938 Australian Grand Prix which attracted an NA, three K3's and a B Type ERA all of which had been especially imported for this handicap race together with nine other MG's of which two TA's came 3rd and 5th. This promises to be a spectacular weekend venue, more details see <http://prewar.mgcc.info>



THE 2013 T REGISTER CALENDAR OF EVENTS THE 50TH ANNIVERSARY YEAR

International MG Spares Day – Sunday 17th February – Stoneleigh Warwickshire
33rd T Register Rebuild Seminars – Saturday 23rd March – Gaydon Warwickshire
T Register Annual General Meeting – Saturday 23rd March – Gaydon Warwickshire
MG Era Day – Sunday 7th April - Brooklands Motor Museum – Weybridge Surrey
Spring Tour to Flanders – Monday 6th to 9th May – Bollezeele Northern France
Silverstone MG Live – Saturday 15th to 16th June – Silverstone Circuit Northants
T Party Wings & Wheels – Sunday 28th July – Shuttleworth Air Museum Bedfordshire
Yorks & Borders Tour – Monday 12th to 16th August – North Yorks Dales & Peebles
The Autumn Tour – Friday 13th to 16th September – North Devon & Exmoor

Details of all the above events in “Safety Fast” or the T Register Website www.tregister.org



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COMPETITION NEWS

Some provisional dates for the MGCC 2013 race meetings are to hand, check out press and MG websites for confirmation later.

Donnington -7th April; Brands Hatch - 5th/6th May; Cadwell Park – 21st July; Oulton Park – 7th September; Snetterton – 5th/6th October.

It looks almost certain that Silverstone will be June 15th / 16th. Still only a 2 day event but the good news is that the Sprint is back on the agenda and it is likely that the T race will be on the Sunday so the drivers can indulge in the Register natter, nibbles and wine on the Saturday.

Keith Hodder who edits the T Register Specials Newsletter tells us that it was a great pleasure for him at the annual Register Drivers Dinner on November 24th to present Tony Smith with “**The Maureen Hodder Trophy**” for his unstinting and enthusiastic efforts in promoting and raising the profile of the Luffield Championship in which he is a regular competitor. This newly created trophy commemorates Keith’s wife Maureen’s many years involvement with the Register and in particular with the organisation of the snacks and wine on the Saturday of the Silverstone weekend.

In August last year, Keith teamed up with the above Tony Smith and Martin Price, Jonathan and Charles Harmer and Stuart Dean and caught the ferry from Newhaven to Dieppe, motoring 40 miles down the coast to Etretat for the town’s annual hill climb. There followed a reception with canapes and kirsch at the Mayors House (who closes the public roads for this event) a prize for everyone, a bag of local goodies, a bottle of wine and a kiss from a pretty girl - are you convinced yet? who is up for a trip this year?

..... in the interim something to entertain us from the daddy T racer of them all, the indefatigable George Edney

Wife Barbara recounts their experiences of a trip to Michigan on 6th September last year.

Grattan Race Circuit is near Grand Rapids in Michigan U.S.A. It was all thanks to an American friend called Manley Ford that we decided to race a T Type at Grattan....**his!** Hardly knowing us except through emails he very generously said we could use his TD.

He had been following George’s exploits and racing career and felt that meeting would be an exciting experience for us as well as being able to introduce us to many new racers.

After 40 years of racing in England and Europe, George was more than ready for any new adventure. Another contact had been made in Steve Konsin who kindly said he would bring his MG LESTER just in case the TD of Manley’s wasn’t suitable. We made our preparations and flew out to Grand Rapids via Toronto (the holiday before and after the racing is another story!)

We arrived at Grand Rapids on the Tuesday before the race weekend and the hospitality started there. To meet us and show us around were Gene and Ann Gillam who had driven for 2 days from Mississippi just for the racing.

Next day they drove us out to the Grattan Circuit. The scenery was very green the countryside being much the same as England. The track was hilly with blind summits and there seemed to be sweeping bends and lots of open areas.

George wondered how long it would take him to learn the track in particular as there were no markings on the approach to the bends.

Huge campers and all sorts of trailers were arriving. Competitors and spectators travel hundreds of miles to participate. We then met Steve Konsin who had also driven for 2 days to get there, bringing his MGTD and the LESTER

In England we use the satnav but travelling with Gene we saw a new dimension. He would speak to the screen and ask for directions, usually to find the nearest coffee shop. It became so funny to hear him out of the blue shout STARBUCKS! we seemed to need a coffee stop quite often.

The following day more and more people were arriving and our very good friends Jane and Sherwood Parker flew in from Arizona to be there to watch George race.

We all went off to visit a company who deal in MGs near Grand Rapids called University Motors. There used to be a long established company of that name just off Carnaby Street in London in the 60s. (of UMG number plate fame of course) George would send me there with bits of metal and instructions to buy things for our MG. He once sent me with broken glass from a bowl shaped reservoir and the engineer said I think you have been using a fish paste jar!

I asked the owner of the Grand Rapids University Motors, a Mr. John Twist if he knew of the one in London. He said he had worked for the company in the 1970s.

His workshop was excellent and as we stood there in the middle of all the MG posters and memorabilia we felt quite at home. Everything, even the table and chairs was octagon shaped.

Friday was the signing on day and as all the preliminaries had been taken care of by emails etc, there was no red tape to hold us up. The helmet bag with racing overalls had travelled as hand luggage on the plane.

For practice there were 2 free sessions of 30 minutes, I mean really free, and then there was a 30 minute timed practice.

Lunch was provided by the ladies of the club on all 3 days. There was a BBQ for dinner on the Friday and a proper English shepherd's pie for Saturday.

On Saturday and Sunday there was a 12 lap race each day finishing with a 30 minute MG 'allcomers' race', where there were 45 cars on the grid.

George loved the amount of track time and people were so helpful and kind. We had met such nice people who were interested in all things MG of course. The times of his practice were respectable but George was concerned about learning the track. Nevertheless he was up with the first 4/5 cars and said he dreamed of the twisting circuit on Friday night.

The cars were all very competitive and the racing was close. Quite difficult to be completely relaxed about borrowing someone else's car. He came 3rd in Saturday's race. People congratulated him for having learned the track so well.



Sunday and even more racing. George was up with the leaders taking the fastest lap and coming 2nd in the race. The whole experience had been so exciting yet with an underlying calm where people helped each other.

We would like to thank Manley and Steve Konsin for their kind invitation to Grattan and the loan of the cars making it possible for George to race,

Also a big, big thank you for all the wonderful cookies and snacks provided by the ladies of our group.....not to mention the gin and tonics.

Hopefully soon we will be back again to share another exciting race experience in America.

Barbara Edney



Manley Ford, Steve Kostin, George Edney, and George Chafer after Sundays race

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.

MG TA, TB, TC or MG TD/TF PARTS CATALOGUES
 UK - £2.50,
 Europe - £3.50,
 ROW - £3.00

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THE STORY OF THE T REGISTER

THE FIRST 50 YEARS

In the beginning.....

Last year saw the 50th anniversary celebrations of the birth of Britain's most successful and popular sportscar, the MGB, first exhibited at the Earls Court Motor Show in October 1962.

What is not fully understood by many is that only 7 years had elapsed since the last MG T Type had rolled off the production line in April 1955. The T Types had been the mainstay of MG production since 1936 in excess of 52,000 cars were made over a production period of 19 years, only interrupted by the intervention of World War 2.

.....and during this period some of these now somewhat ageing T's had become the darlings of a new generation of war babies who eagerly grabbed the opportunity to pick up these versatile little gems at a reasonable price and have fun driving them as well as turning them into racers, trials cars and specials and of course courting cars!

In the early sixties many of this new wave of enthusiasts joined the MG Car Club already well established as a single marque motor club having been formed in 1930. It became the club thing in those days to encourage like minded individuals to regularly meet at local hostelrys and indulge in the practice of what became known as "natter and noggin" nights usually an organised monthly meeting openly welcoming anyone with an interest in all matters MG.

Stemming from this amiable environment many of the new boys became hooked on the extended joys of driving T Types and above all in getting more fun out of them particularly when an element of competition was introduced. It was therefore not very long before a germ of an idea was hatched to create a new exclusive register of T Type drivers particularly by those who cherished the thought of competing in them on the many new racing circuits that had sprung up after the war.

Individual registers within the MGCC were not a completely new idea. There was already in existence the Vintage Register which came into being in September 1960, having broken away from the Quindecimal Register formed earlier in 1955, for would you believe it all MG cars over fifteen years old! From thence in 1962 the Quindecimal renamed itself to become the Triple-M Register, the name derived from the pre-war Midgets, Magnas and Midgettes.

Judging by the enthusiasm and activity spurned from the various race meetings at circuits up and down the country it almost became a necessity to seriously start thinking about a separate new register for T Types if only to put down some ground rules for racing and competitions in the future. So much so that at the MGCC Brands Hatch meeting in October 1962, a couple of dozen of the main protagonists became the first signed up members, it could almost be considered that the T Register had come into being at that time.

Although there was continuing activity behind the scenes throughout the following winter months, it was not until the spring of 1963 that the MGCC T Register was publically announced with Bulletin No. 1 issued in April 1963, now being universally accepted as the date of the formation of the new Register.

The first committee of members were listed as Alan Beecher, Hon Secretary; Robin Boon, Spares Secretary; John Cooper, Bulletin Editor; Paddy Wilmer, Historian; Roy Thompson, Photo Register; and the racing team organiser was Bill Weston. There was also a technical committee comprising of Ron Gammons, John Mills, Bill Weston, Stuart Mudge and Roy Witcher. It was to be noted that there was no appointment of a Chairman or a Secretary in those early days.

By the time of issue of this first Bulletin it was recorded that there were 75 members signed up and by the Brands Hatch meeting in October 1963 there were a couple of hundred, year on year this has steadily grown and as a result the T Register now holds details of over 12,000 T Types in the UK and the Rest of the World.

At that same time in 1963 there was a call from the then Editor John Cooper for all members and T Types to be at the Silverstone race meeting held on 25th May, where a special enclosure was to be set up for the

cars between the grandstands, it could now surely be said that the Register had arrived!

The first official meeting of the T Register was at the Montague Motor Museum at Beaulieu in Hampshire on Sunday 16th June 1963, for many years to come this would be the venue for the annual summer picnic and forerunner of the T Party.



Typical scene at Beaulieu in the 70's

The rope 'barrier' defined the area designated for the gymkhana and grass wheel spinning!

The first formal meeting of the Register took place on Thursday 23rd January 1964 at the RAC Club in Pall Mall where it was reported that the Register had grown so fast that the organisation behind it was in danger of breaking down. As a consequence it was decreed that a further meeting must be convened as soon as possible and that there should be an election of a Chairman and a Secretary together with a Committee consisting of members in charge of Spares, History, Technical Data and Competitions. This committee would have the power to co-opt if so decided and would replace the present committee and put the Register on a business-like footing. The meeting also endorsed the proposal that the first job of the new committee would be to work out a policy for the Register.

It was decided to hold this further meeting at Brands Hatch after the Speed Trial on March 8th which would enable the maximum number of members to attend and participate in what was to be a critical and crucial development in the success of the Register and to nominate propose and elect the officers and committee.

In the event the Brands Hatch meeting was cancelled due to the vagaries of the British weather (snow), much to the disappointment of the T Types because 13 cars had entered. This meant that the proposed general meeting was also cancelled but it was felt that due to the rapid approach of the competitive season there was an urgent need to call a special meeting at which a working committee could be formed.

This meeting finally took place at the RAC Club on 24th March 1964 and the formal constitution of the Register began to emerge. It was proposed and unanimously accepted that the committee should consist of a Chairman, Secretary, Treasurer, Bulletin Editor, Spares Secretary and Technical Adviser and the following members were duly elected.

Chairman	- Alan Beecher
Secretary	- Ron Gammons
Treasurer	- Tony Littlejohn
Bulletin Editor	- John Cooper
Spares Secretary	- Richard Holmes
Technical Adviser	- Bill Weston

The quarterly T Register Bulletins continued in one form or another right up to 1980, sometimes with gaps and in particular when the axe fell in 1968 when the then General Manager of MG John Thornley received instructions from Sir Donald Stokes, the Leyland boss, terminating the company's relationship with all car clubs.

The MGCC was out on its heels and there followed a long period of temporary accommodation and fraught times in various locations only being finally resolved in July 1990 when Lord Montague of Beaulieu officially opened Kimber House in Cemetery Road Abingdon adjacent to the gates of the MG factory which had by now been substantially demolished.

As well as the T Register Bulletins, there was running concurrently, a monthly T Type Newsletter, mainly produced for the purpose of advising competitors and marshalls to get along to the meetings and events, general news and gossip, reviews on past events and lists of spares for sale and wanted. It must be remembered that there were not the number of new spares and suppliers of parts that exist today, all bits for T types had to be sourced from other cars or models or heaven forbid from scrap yards. There were 33 editions of the Newsletter produced usually with a print run of only 50 copies, even that sounds copious enough particularly on the dreaded Gestetner machine, Paddy Wilmer was for many, many years the instigator and editor of this significant insight into T Type matters.

An interesting point to note is that in one of the first Newsletters in October 1963 it is reported that the T Register Committee has decided to open membership to all owners of Y Types on the basis of their similarity with the TD and that it must be emphasised that this is not an associate or honorary membership or worse still membership on sufferance but full membership status of the Register.

Many years later and after a long gestation the first of the T Register Yearbooks was published in 1987. David Saunders was given the task and the privilege as he describes it of being its first Editor. The Yearbook had long been a topic for discussion at committee meetings and at that time the club had just

celebrated '50 years of T Types' and the T Register was already 25 years old.

These well presented glossy yearbooks continued to be produced from 1987 until 2003 with the exception of 1994 (due to economic constraints) and proved to be a very popular edition albeit only of historical value of the past years events but by now the Register had access to a regular slot in the MGCC Safety Fast Magazine to continue its Newsletter and to advertise forthcoming events and meetings.

2003 was of course the year of the 40th anniversary of the T Register and just like this current year great plans were in place to celebrate such an auspicious occasion. During 2002/3 there had been some significant changes in the line up of the committee, a number of longstanding officers retiring after giving many years of sterling service. There followed in consequence what was considered a meaningful review of the Register and its role in providing a closer liaison with its members.

At the 2003 T Register AGM most of the members present said that they would have no objection to paying a modest sum for a regular T Type magazine. As a result in January 2004 the first Totally T Type (TTT) magazine went to press, edited and produced by John James who at that time was the T Register scribe for the T Type Notes and T-Type Newsletter in "Safety Fast"

This popular new style A5 colour publication continued on a bi-monthly basis until November 2010, then a new style and content emerged in January 2011 to become the current periodical being a quarterly magazine in A4 format renamed TRN and available as a free download on the T Register website register.org

It must not be forgotten that from the outset it was the early T racers that had created the Register in the first instance and they had

always remained closely associated with its success and development, some of the founding members even taking high office and important roles within the MGCC over the ensuing years.

MG T Types had been at the forefront of racing prowess immediately after the war but at the end of the line in 1954, sports car development had surged ahead and the T's were no longer competitive.

However the early sixties saw a revival in interest in these tough quick and resilient cars and it was this same bunch of enthusiastic drivers that started turning out to MGCC race meetings and sprints. It was no coincidence that the majority of the first T Register committee members were all die hard racers and with some success in most of the major race meetings it was an obvious development that a T Register Championship should to be started in 1966.

It was to be known as the T Register Drivers Championship encompassing all competitive elements including sprints and hill climbs as well as racing. This enabled and rewarded the best all round drivers to take the awards rather than just a circuit racer, and in its inaugural year in 1967, Ron Gammons was a worthy winner in his TC.

Over the next decade the Championship went from strength to strength, the spectacle of a dozen or so roaring T Types in close fought competition, dicing and jostling for honours at all the premier British circuits, entertained thousands of spectators. The most notable of all of these was the annual MG jamboree at Silverstone, the T type race always a thrill not to be missed, whatever other local diversions were going on, the crowds flocked to the grandstands to witness the T Types race, (oh alright, maybe the Triple M's as well)



34th SILVERSTONE INTERNATIONAL WEEK-END



T Types racing at Silverstone as far as the eye can see.....early 80's!

Sadly the number of cars on the grid began to dwindle by the late 80's, economic times, the cost of entry, the soaring price of spares and parts, and the spiraling market value of T's meant that the racers could not be replaced and 1993 was the last year that the Drivers Championship was contested.

However not all was lost there always has been and still is a nucleus of dedicated T racers, witness the scene at all the MGCC race meetings each year and you will always find a contest where the T's are in action. More recently the enthusiasm of the current racers ably driven and supported by the energetic Competition Secretary Jonathan Harmer, are involved more than ever and together with the growing popular pastime created by the Luffield Championship for sprinting and hill climbs there is still ample opportunity to be actively involved in T Type competition.



Charles and Jonathan Harmer in the race paddock at Brands Hatch in 2012, sandwiching an XK, the T Types are still there at Brands after 50 years.



Chris Owen in the paddock at Brands Hatch shortly before notching up his first outright race win in 30 years!

50 years on and the T Register is as strong as ever.....



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NTG Motor Services Ltd

282-284 Bramford Road, Ipswich IP1 4AY
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'T' REGISTER OFFICERS

Chairman	Geoff Matthews	01840 214972 geoff@greylakecottage.co.uk
Treasurer	Glenys Knight	01252 875740 barglen@ntlworld.com
Secretary	Sally Silcock	01525 750468 treg.sec@virginmedia.com
Editor	John Ward	01621 773606 johnw.ward@yahoo.co.uk