



# 'T' REGISTER NEWS

**THE MAGAZINE OF THE MG CAR CLUB T REGISTER**

**NO. 24 OCTOBER 2016**



**CYRIL FURLONG WITH HIS SUPERBLY RESTORED TA**

**SEEN HERE ON THE QUAY AT MALDON ESSEX**

**Some of these Thames barges were built right up to the middle thirties.**

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

As the clocks go back we look forward to a winter of planning for the year ahead and you will be pleased to know your committee are already gearing up for the new season of events.

At our meeting last Sunday plans were laid to ensure we offer a full programme for 2017 and all the details will be published on our Facebook page, in our email Newsletter, in T Register News and, of course, in Safety Fast.

We also agreed to continue publication of TRN for at least a further year which we hope will be welcome news to you.

Our first event next year, apart from our attendance at Stoneleigh will be The T Register Rebuild seminar and AGM at The Motor Heritage Centre at Gaydon and I hope we will have a good attendance to elect our new chairman. We currently have one nomination but more will be welcome so let me know if you wish to stand.

Do try and manage to get in some T driving over the winter, weather permitting and I look forward to seeing you at one or more of our events in 2017.

Cheers for now

Geoff

**TRN OCTOBER 2016**

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## EDITORIAL

Well there we have it another year in the annals of time and another MG season draws to a close. 80 years now since T types first graced the fairly deserted roads and they could be driven quickly, and safely of course, to the amusement of those young chaps who could afford them. Imagine their thinking if they were to discover that hundreds of them are still being driven and restored to their former glory today.

October sees the last of the TRN Editions for this year, thank you for your support and I hope that some of my scribblings amused and entertained you. I must just add that the journal is all about you and it is a valuable place to air views and share experiences with all the rest of us so please consider jotting down some notes and pictures and getting in touch, do not worry about presentation or spelling, the Editor has a computer and a Thesaurus!

This brings us on to next year, we have tried to seek your opinion but a lack of response has prompted the committee to think that all is well and that we should continue to produce TRN for another year in the same format. There is a pro forma invoice in existence for all those wish to receive a hard copy for the coffee table.

Two social events for next year are already well covered in the ensuing text and also in the websites and media so no reason to miss out, book early to avoid disappointment. The remaining year activities are being researched and firmed up at this moment, details of the MG Stoneleigh Spares Day, Rebuild, the T Party and Silverstone will be advised shortly and be in the T Register Notes in January and perchance before on the websites if details are concluded.

Cheers for now

John W

## Cover story

**We could not conclude this year's editions of TRN without mentioning the 80<sup>th</sup> Anniversary of the beginning of the T type era in 1936.**

**You will see on the front cover a splendid example of a complete rebuild of TA DBJ 841 following many years languishing in boxes and stood up against a garage wall.**

**Cyril Furlong has painstakingly pieced together and re-fettled this car over many years and was finally rewarded by getting it re registered and back on the road only last month. His story runs like this.....**

I first heard about this car in 2007 when a workmate of mine, whilst we were talking cars as usual, commented that his brother had this 1938 TA and that it was now up for sale. He had owned it for well over 10 years but after getting over three house moves in that time he could now see that he was never going to completely restore it as he had planned.

A slight problem was that he lived in Totnes in Devon a considerable distance from me in Essex near Chelmsford. Nevertheless interest was aroused and arrangements were made to go and see it and a B&B was booked so off we went.

Seeing the vehicle or the piles of boxes and a chassis and part assembled body still gave me the "must have it" so after a little haggling, the deal was done. The next problem was getting it back to Essex and arranging transportation which mean't that I did not get the car until into 2008.

However, also at this time I was still working on the rebuild of my YB so commencement of work on the TA was not started in properly until 2012.



“DBJ 841 bought as seen”

Upon further inspection much had already been done, the chassis had been shot blasted and painted and there was new timbers fitted to the body tub but it had only been part re assembled. After a thorough inspection of the rest of it, I made a decision that all the mechanical parts, engine, transmission, brakes, wheels and bearings would have to be stripped down to the bare bones and rebuilt totally.

One of the most trickiest jobs in those early days was aligning up the body to the firewall and it took me several attempts to get the spacing right. Then on with the body panels, wings, doors etc and once all the gaps were correct everything was taken off again and stripped down to bare metal in preparation for the paint shop.

Twelve coats of primers and cellulose later and copious bits back from the chrome-platers and re assembly could start in earnest. Soon a new wiring loom was installed and the engine had been totally rebuilt with honed out bores, new piston rings valves and rebuilt rocker assembly.

Next obviously fitting out, new trim, carpets, seat covers and all was ready for the road. Now we had what appeared to be a major setback. I had been so absorbed in the real business of restoring the car, that I completely forgot the legalities and the fact that there was a distinct lack of a log book and any proof of the car's current existence. In the boxes of

bits were the original number plates and an enquiry to the DVLA established that there was no current record of the car and the registration number had never been re issued, but how to get it back!

I was then put in touch with Robin Haseldine who is the MGCC T Register DVLA representative and it was with his grateful assistance that all the relevant paperwork and inspections were completed and sent off to the DVLA with fingers crossed.

Ten days later a letter arrived and with great relief it confirmed that they would issue the necessary forms and that they would allow me to retain the original registration number DBJ 841.

All set now for test runs, checking settings and levels and back on the road for the first time in at least 30 years.

Cyril Furlong

October 2016

DBJ 841

Chassis number TA2590 Engine number MPJG2834 build date 30<sup>th</sup> August 1938



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Ron Gammons was a founder member of the T Register back in 1963 and has owned, raced and loved T Series throughout. Malcolm Gammons cut his racing teeth on the family TC and then built his racing TF. Contact the winners!



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## RECENT EVENTS 2016 THE T REGISTER AUTUMN TOUR 2016

Friday September 2<sup>nd</sup> to Monday the 5<sup>th</sup>

The George Albert Hotel at Evershot near  
Dorchester DT2 9PW

There was no real premise given by the weather boys and girls as to what to expect on this year's tour, whichever forecast you tuned into there was no real conviction as to what to take clothes wise as we packed the TF on Thursday.

Somewhat spoiled in recent years we hoped for the best and assumed a continuance of the Indian summers we had enjoyed but not forgetting the outdoor wet gear just in case.

We had decided to travel down on the Thursday and stay along with other T types in the Stockbridge area overnight and the long run down was very pleasant with dry and warm sunny spells.

The journey from Stockbridge to Dorchester was about an hour or so or so we thought. Firstly we got snarled up with the remnants of the Dorchester Steam Fayre and then the Dorset County Show so progress was considerably slow. Soon dark grey clouds gathered and then first a drizzle quickly followed by what can only be described as a very low flying cloud and visibility was reduced to nil. We all know the pitfalls of T type wipers and the worst scenario is a prolonged heavy drizzle on country roads at dusk.

It was a nightmare with the journey seeming endless but thankfully to say all arrived safely without mishap and after a hot bath and a beer or two most were recovered.



The whole weekend was organised jointly with Geoff and Annie Matthews carrying out all the bookings and the admin side whilst Chris and Gaye Sundt put together the routes and the daily tours and stop over places of interest. Geoff outlines the itinerary for the coming days above; Chris seems relaxed in front of his highly praised notice board at the welcoming address.



So onto Saturday. After unwrapping the cars and attempting to dry out the ingress of rain, the rain did stop about 10am, preparations were in place for the first of the runs about the Dorset landscape. Today's theme was Villages, Hillforts and the Fleet.

The ridges of West Dorset are littered with hill forts and barrows seen as we headed to Bridport and West Bay which was our first coffee stop.



Leaving West Bay we travelled along the coast road with stunning views of Chesil Beach with Portland in the distance and on to Abbotsbury with its sub tropical gardens and in the village itself there was a charming inn and a number of cafes and restaurant for all those in need of sustenance at this point. Out of the village and past a Swannery, yes lots of swans, and continuing along the coast road towards Portland, across the causeway up the hill to Portland Bill with its lighthouse, cafes and stunning views across the bay.



Now some unfortunate ones followed the route down into Weymouth and its promise of the beach, the promenade and cafes and bars. Oh dear.....many were ensnared into the apparently typical weekend log jam added to by roadworks, the Dorset show and weekend visitors; there is only one way in and one way out! Stories of a delay of 2 hours were related and of course not a constabule in sight!

Eventually all began the journey back to the hotel, winding country roads, Maiden Hill and more hill forts, through Hardy country onto Dorchester and up the A37, oh and it poured with rain again.

As is the usual tradition preparations were then made to attend the Gala Dinner and a wine reception in the Elizabethan Suite before dinner.



Much talk and tales as usual before the ensemble was called to order, a few words from the Chairman of course, he didn't again mention that we had won the Gold Cup did he? but of course he did. We were once more regaled by an ode from the President Mike Lugg before it was the Secretary's turn and to announce the winners of the silverware for 2016.

No question as to the worthy winner(s) of the Montague Burton Trophy for exploits or achievement in a T type. You must have read somewhere be it in Safety Fast or on line of the zaney couple who set off to drive round the coastline of Britain in their (trusty!) TA 'Numbum' in aid of charity. Pam and Owen Frankland were awarded the trophy. More on this later.....

The Malcolm Hogg Trophy named in honour of a sadly missed racer of the bygone days when there were enough cars out there to fill the grid and an exclusive race for T Types was a regular feature at most of the venues.

This year, a dauntless contributor to the racing scene, the award went to Alex Quattlebaum in his T Special the MG LEC02. Although not at the dinner because Alex lives in the States but he has a home in Scotland so arrangements were made to deliver the trophy to him by courier.

Finally, at the sole discretion of the Secretary, the Secretary's Award, that unique steering wheel made by the apprentices in Abingdon.

This year two people are deserved winners for their contribution, hard work and dedication put in on behalf of you the members.

Annie Mathews for her unstinting support to Chairman husband Geoff, sometimes in difficult personal circumstances, at Silverstone and again at the Autumn Tour this year and a relative new kid on the block but one that has certainly showed us the way forward and introduced us to the world of the modern media revolution, David Wardell has achieved such a success that we are becoming the IT Register in advance of the rest.

Congratulations and many thanks to both of them who will each share 6 months tenure of this exclusive trophy



Sunday morning is usually a bit slow in getting going but with just a heavy mist this morning, it promised to be a fine day to follow.

Heath, coast and castles was the agenda today, roughly heading south and east of the hotel down to the coast as far as Corfe Castle and Wareham.

First up, pardon the pun, Cerne Abbas and the Cerne Giant carved out of the limestone hillside, then on to Athelhampton and the first coffee stop.

Next to Tolpuddle and a visit to the Tolpuddle Martyrs Museum the scene of the first uprising by starving workers against the landowners and the birth of the trade union movement in 1834 and the subsequent deportation of the "guilty men" involved.

Continuing on through Hardy country, a chance to visit Thomas Hardy's cottage and then not much further down the road a detour to Clouds Hill, the last home and resting place of Lawrence of Arabia who when stationed at the Bovington in the Tank Corps, purchased a dilapidated woodmans cottage which was to become his retreat from fame and fortune that he began to dislike since his exploits in Cairo and the middle east. He was still in the process of improving this habitat when he tragically crashed his beloved Brough Superior motor cycle in 1935 and never regained consciousness and died at the age of 46.



Back on the road again and to Moreton and across the moor and a possible visit to Lulworth Cove, then past the firing ranges and superb views of the Purbeck hills and perhaps an optional visit to the lost village of Tyneham which was evacuated by the army in 1943 as a part of the preparations for D Day, 225 villagers had to abandon the village given only 30 days to leave and they were never allowed to return in spite of promises made at the time.

Then finally on to Corfe Castle the ruins of a medieval castle, opportunity to ride the Swanage Railway at Norden before heading to Wareham across the forest and to Milton Abbas and onward to the hotel.

An informal arrangement for dinner on Sunday an excellent carvery, “just the thing on Sunday”, she said “a good roast dinner”

Once more an excellent Autumn Tour, the weather did not deter us, only one or two breakdowns, as usual mainly electrical but not necessarily due to the weather.

Our many many thanks to Annie and Geoff for organising us and to Chris and Gaye who did a super job in guiding us around the Dorset landscape.

Soon be next year, up north this time, see you there.

John Ward



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And now onto next year.....

### 2017 Autumn Tour to Lakes and Dales

Next year's Autumn Tour sees us once more heading up north to the Lakes and Dales borders. Organised by Grant and Barbara Humphreys, places are being taken up fast so if you want to go do not hesitate and contact The Shap Wells Hotel Penrith, on 01931 716628, the dates are 1<sup>st</sup> to 4<sup>th</sup> September 2017 and mention the MGCC T Register upon booking. **Then when you have secured your place it is most important that you contact Grant or Barbara and give them your details for receipt of all further correspondence:** email [grant.chumphreys@btinternet.com](mailto:grant.chumphreys@btinternet.com) or telephone 01253 810288

The price for the 3 nights is £288 for a double bedded room on a dinner bed & breakfast basis.



The Saturday run will venture into the western Yorkshire Dales via the picturesque Eden Valley taking in a variety of 'driving' roads, places of interest and coffee and lunch stops.

The Sunday run will take us into the Lake District with its spectacular scenery and places of interest and maybe a Lakeland pass as part of the route.

\*\*\*\*\*

### T Types to the Ardennes 12 – 16 May 2017 Bill and Sally Silcock are organising a Spring Continental Tour for you to the Ardennes.

They have provisionally booked all the rooms in the Castel les Sorbiers ([www.castellessorbiers.be](http://www.castellessorbiers.be)) 10 miles south of Dinant in the Belgian Ardennes for four nights from 12 – 16 May 2017. They have one single room and 29 double/twin rooms, so the absolute maximum is 30 cars including the organisers.



Since the nearest alternative places to eat are at least ten minutes' drive away along a narrow, twisting road, all evening meals will be taken at the hotel, including a gala dinner on the last night.

The prices are 300€ per person in a double/twin room, and 408€ per person in a single room, for four nights' half board. In addition there will be a city tax of 1€ per person per night. Up to three rooms, including the single room, will be available for single occupancy at 300€ per person which will be on a first come first served basis. An additional charge of 20€ per person will be made for special menus on the first and last night (the Découverte menu on the first night and the Castel menu for the gala dinner).

The hotel requires a 30% deposit by the beginning of December 2016 which equates to about £90. The balance would be payable direct to the hotel on departure.

The nearest ports are Calais, Dunkirk, Zeebrugge and Hook of Holland – the hotel is about the same distance from all of them. As usual, those going on the tour will need to organise their own ferry or Eurotunnel booking.

There are a number of scenic routes in the area and there are also lots of places worth visiting, including particularly good caves at Han sur Lesse, a micro-brewery near the hotel and a castle at Bouillon.

As is the tradition on our continental tours, there won't be any set routes or timetables, but we will provide lots of information about the area and the routes compiled in 2008 and will be updated and be available to anyone who wants to use them.

Please e-mail Sally Silcock at [treg.sec@virginmedia.com](mailto:treg.sec@virginmedia.com) or telephone 01525 750468 to express your interest in this trip. If phoning, please leave contact details (preferably an e-mail address) so that they can contact you when necessary.

**Bill and Sally Silcock**

### **MG TD, Fires, Beers, and an 820 Mile Dash**



Towards the end of June Sara and I travelled in our 1953 MG TD north from our home in Tehachapi, California, to the Gathering of the Faithful (GoF) MG meeting near the town of Redmond in Oregon with the intention of also sampling the wares of several microbreweries along the way.

A couple of days before we set out we had a scare as a brushfire had broken out in the valley below us (Fire 1). Although it was extinguished within three hours by the prompt intervention of fire bomber aircraft spreading fire retardant, helicopters spraying water from the air and the local firefighters operating on the ground, it was closer to home than we liked. In the aftermath it was apparent that several houses in the vicinity of the fire had been redecorated in a tasteful Fire Retardant Red colour with matching garden furniture and motor vehicles.



The distance from our home to the Eagles Crest Resort, where the GoF meeting was taking place is about 820 miles along our planned route north along Highway 395 on the eastern side of the Sierra Mountains.

As I had to do the driving, we planned a leisurely trip averaging around three hundred miles per day, so our first day's travel took us through the northwest corner of the Mojave Desert driving through the thick smoke pall from the "Erskine" fire near Lake Isabella in the mountains to our east (Fire 2). This fire was only about twenty miles north of our home as the condor flies, although luckily a couple of large mountains separated our place from the fire.

Then on past Owens Lake (now a dry salt pan having been drained to water the lawns of Los Angeles), Mount Whitney, the highest mountain in the "contiguous states of the USA" to the very pleasant town of Bishop, famous for its "Mule Days", where we met up with friends, who were also heading for the GoF and passed a pleasant evening in a brewpub just down the road from our motel.

The second day's planned route had to be changed because another brushfire to the north of us near Mono Lake (Fire 3) was blocking the road. So we took a detour along US Highway 6 from Bishop and into Nevada. We were slightly disconcerted to see a sign saying the road went Provincetown Massachusetts, which we reckoned was slightly out of our way. Our detour took us through barren mountainous and desert areas and disconcertingly through the middle of a large military base, which from the humps in the ground was obviously a vast ordnance store.

Fortunately no brush fires there. Eventually, having travelled about 80 miles further than planned, we rejoined our intended route further north, having stopped for lunch at a diner that served excellent sandwiches and had more beers on tap than we could manage and still be fit to continue our journey. From there we drove on to our second overnight stop in Alturas. As stopping places go, Alturas scored almost zero on both beer and



eating establishments, proving to be a big disappointment.

The next day we completed our drive to the Eagles Crest Resort just outside Redmond, and joined in a well organised and thoroughly enjoyable week's MG and beer related activities at the GoF West and the many brewpubs in the town.

At the end of the week we filled up the TD with some excellent petrol which had no ethanol and in the expectation of smooth running and extra power from the engine, we departed in anticipation of a leisurely day's drive to our planned overnight stop in Susanville just south of the border, back in California, with a brewpub just along the road from our hotel. And so it was until mid-afternoon, when our mobile phones started beeping frantically with messages that a brushfire (Fire 4) to the west of our home was threatening the woods and houses in the area and that our house was in the "Advisory Evacuation" area.



We did not feel that we would sleep comfortably in hotel rooms for the next two nights and leave our home to be burned down without recovering vital documents and valuables from the house, so we decided to drive straight home with as few stops as possible.

Stopping only to refuel and collect a takeaway pizza and two large mugs of iced tea from a Pizzeria in Susanville we continued on south. I was aware that the dynamo on the TD would not sustain the battery on the car for a full night's driving so we held off switching on the lights until well after sunset, which saw us on the northern outskirts of Reno, Nevada, as we headed south along the fastest and shortest route home - Highway 395. We drove on sidelights in built up areas to conserve the battery and refueled with the engine running, lights off, to try to recharge the battery a little. Most of the journey was through dark unpopulated areas so we had to use the headlights even though they were progressively draining the battery.

Whenever possible we resorted to driving closely behind trucks using only sidelights. This tactic must have puzzled the truck drivers and made them wonder if the Highway Patrol was tailing them as they drove at exactly the 55 MPH speed limit while we were behind. As each truck turned off, doubtless to get rid of whatever was tailing them, we drove on faster, cruising at about 65 mph, hoping to cover as many miles as possible whilst the battery lasted.

After about fourteen hours of continuous driving, we arrived in Bishop again in the small hours and it was apparent that not only was the battery completely finished but so was I, so after refueling we stopped in the car park of Dennys, a 24-Hour diner, and had a cup of hot chocolate each before returning to the car planning to re-start using the power pack that I knew I had loaded into the back and which was inexplicably not there!

We, therefore, opted for a couple of hours sleep until dawn. When we awoke, somewhat worryingly the car park was full of fire trucks whilst their occupants were grabbing an early breakfast in Dennys. Fortunately a kind

gentleman coming in for his breakfast gave us a jump start using the jumper cables that were actually where they were supposed to be.

Heading off south again in the first light of day we were passed periodically by convoys of fire trucks including those we had seen at the Dennys earlier. We were travelling between sixty and sixty five miles per hour but these fire trucks were going considerably faster raising our worry level progressively higher.

We got to Tehachapi at 9am and stopped to refuel as we wanted to be sure of having enough in the car to cover any eventualities. As we were topping up the tank our mobile phones beeped with messages telling us the evacuation was now mandatory. Fortunately we were now able to link up with some good friends who returned with us to our house before the police closed our road to incoming traffic, grabbed a few valuables threw them into the cars and we drove all the drivable cars out to safety.

As luck would have it, the winds that had fanned the Erskine Fire at Lake Isabella to burn an area of 47000 acres, 285 houses and bring about the deaths of two people, died down over the next 24 hours and a total of over 1000 fire fighters, several dozen fire trucks from all over the region, two fire retardant bomber planes and twelve helicopter water bombers working in shifts 24 hours a day were able to contain the fire threatening not just our house but many more throughout the area and then after 48 hours the evacuation order was lifted. We were able to return home.

And the TD? After its 820 mile dash averaging nearly 50 MPH including the times spent re-fuelling but not the two hour sleep, it had a quick battery re-charge and a thorough wash. The next weekend we drove it down to the Central Coast British Car Club meeting at Oxnard, a mere three hour drive away, where it won First Prize in the T-Series class!

**Will Handley**

**September 2016**

**And now the final chapter on the Numbum saga.....**

I said earlier that the worthy winners of the Montague Burton Cup was the intrepid couple who set off to drive round Britain in their TA.

Obviously not being at the Autumn Tour dinner, arrangements had to be made to present them with their award.

Secretary Sally Silcock devised a plan to meet Pam and Owen at a halfway point between Stockton and Bedford and a suitable hostelry was chosen. Come the day all set off to go to the said meeting place, but Numbum had other ideas - yet again. On the outward bound trip you may remember, a half shaft had broken early on in the journey, well this time it was terminal and the back axle gave up the ghost.

RAC truck again to get them home, jump in the modern and still be there to receive the award from Sally Silcock



**Back at home with the trophy, and another job to do this winter.**

**T TYPES IN COMPETITION**

There has been much said about the continuing decline in the appearance of T Types at race meetings and it is now left to a mere handful of stalwarts to fly the flag and provide us with the spectacle of early T racers going flat out and busting a gut or an engine just for the fun of it.

Much of the cause is the sheer cost of a year's racing never mind the value of the car and its upkeep and maintenance not to mention the race entry fees. Somebody said the other day that to put on a race at Silverstone is now £50 a second !!!

**But there are other ways to enjoy a bit of competitive fun in a T Type.**

There are ample opportunities to indulge in other forms of competition that will not break the bank and give you a good excuse to avoid the gardening on Sunday.

There are any number of sprints and hill climbs which are well advertised up and down the country. These are not expensive to enter, you do not need a competition licence and the safety equipment which is in your own best interests is not vastly expensive.

**Colin Murrell the MGCC photographer was at the MGCC SW Centre Hillclimb on Saturday 10<sup>th</sup> September, here is a flavour of what it could be like.**



**Oh and girls can play too**

Check out the Nuffield Speed Championship as well, you may find that spark you may have been missing.





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Mike (with TD) & Paul (with MGA) outside our Ipswich premises

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## **OCTOBER 2016**

### **THE T REGISTER OFFICERS & COMMITTEE**

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<b>Treasurer</b>	<b>Glenys Knight</b>	<b>01252 875740</b>
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<b>Luffield Trophy Representative</b>	<b>Martin Price</b>	<b>01299 401177</b>
<b>General Duties</b>	<b>David Wardell</b>	<b>01908 990741</b>
<b>General Duties</b>	<b>Alan Wakefield</b>	<b>01932 873170</b>
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<b>TD Registrar</b>	<b>Peter L Cole</b>	
<b>TF Registrar &amp; Technical Advisor</b>	<b>Barrie Jones</b>	<b>01837 861418</b>
<b>TB,TC Technical Advisor</b>	<b>Eric Worpe</b>	<b>01483 537289</b>
<b>TA,TB,TC Technical Advisor</b>	<b>Roger Furneaux</b>	<b>01566 784111</b>
<b>Webmaster</b>	<b>Chris Sundt</b>	<b>01308 898531</b>
<b>Honorary Members</b>		
<b>Honorary President</b>	<b>Mike Lugg</b>	<b>01428 606883</b>
<b>MGCC Board Representative</b>	<b>Paul Plummer</b>	