

# T REGISTER



# Totally T-Type



ISSUE 10

JULY 2005



*Peter Stratton with TD26410*



# Peter EDNEY



*Classic and sports car*

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# THE EDITOR

Hello again! The year seems to be “flying by” and as I start this Issue of TTT on the longest day of the year, (21<sup>st</sup> June), the weather here in the UK has been very hot. In fact, it’s been a struggle to come in from the garden and start typing, but, as they say, “the show must go on!”

One regret is that I was unable to attend the Abingdon Works Centre’s Summer Day Out at Highclere Castle a couple of days ago. This is always a well organised event which is usually blessed with fine weather, courtesy of John Venables, who seems to have some sort of special arrangement with the weather maker! Anyhow, it really was a ‘scorcher’ this year and I’m sure it was well attended.

If ‘rejoice’ is the opposite of ‘regret’ (probably not!), then I certainly rejoice in my editorial independence. Freedom does of course carry certain responsibilities, which I do my best to observe and I really must pay tribute to a wonderfully supportive Chairman, Dennis Barker, who lets me get on with it.

If I was Editor of “Safety Fast!”, I think I would be having a difficult time at present. My inability to publish any opposing views concerning the proposed New Kimber House project or even to publish a letter from a respected Register Chairman which sought to set the record straight concerning some comments made by the MG Car Club Chairman in the May edition of the Club magazine, would be weighing heavily on my mind. Indeed, I cannot think for one minute that I would want to carry on doing the job.

Let me remind you of the reason given for the failure to publish the letter referred to above, and I quote *“We do not think that it is in the best interests of the Club to bring this issue to the notice of members when Club business is conducted at Council by the CRBs, representing the members”*

(For the information of overseas readers and probably some UK members who are not familiar with the structure of the MGCC..... *(cont’d on page 4)*

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'CRBs' are **C**entres, **R**egisters and **B**ranches, who each send representatives to attend Council meetings of the Club).

Now, how should members of the MG Car Club find out what is happening in the Club? Well, "Safety Fast!" is supposed to be the medium for disseminating information and there is also a website. So, if virtually next to nothing is published about an important item, how are members going to know what is going on and how are Council delegates supposed to know what the views of members are, if they have not been given any of the facts? Whose *best interests* does this serve? (More on this later under 'Register News').

I have been doing some sums recently on the income and expenditure for "Totally T-Type" for the current TTT financial year (the TTT financial year runs from the March 2005 Issue up to and including the January 2006 Issue, whereas the Register's financial year runs from January to December – most confusing for our long suffering Treasurer and Auditor!). Happily, I can report that it looks as though income from subscriptions and advertising at a forecast £3,900 is going to fund expenditure on printing and distribution at a forecast..... (yes, you've guessed it!) £3,900. This is welcome news.

The new TTT binders should be available at Silverstone and will cost you £4.50 each plus postage. Whilst I haven't seen them yet, they are in green with gold lettering and each binder will hold up to 18 copies of TTT. Postage is estimated at £1 (UK), £2 (EU) and £3 (Rest of World). In a lighter moment, I did remark to one member that I hoped I could keep going for 18 issues!

When I started to seriously think about this Issue of TTT (probably around the beginning of June), I was quite concerned that there would not be enough material, but some cajoling and 'arm twisting' has brought in a few much needed articles, which should be sufficient for this time around. However, I am already beginning to worry about the September Issue, so if you have anything out there, particularly TD/TF owners, it would be gratefully received. I cannot 'magic' articles out of thin air!

However, I can always 'rustle something up' by tinkering with TC0750 and the bonus for me is that it actually makes me do some work on the car. So, if you find brief articles later in this Issue about fitting the rocker cover gasket, fitting MGB fan blades and an extension to the radiator overflow pipe, you will know that I didn't quite have enough material, despite my earlier optimism.

Later in the year, but probably not until around November time, the front end of the TC is going to receive a lot of attention so this should provide a rich seam of articles from January 2006 onwards.

**JOHN JAMES**

# **T REGISTER NEWS** (BY JOHN JAMES)

## **'T' REGISTER T-PARTY AT SHUTTLEWORTH**

By the time you read this, the T-Party (on 3<sup>rd</sup> July) will have been held. I think the event will have been well supported as I received a few 'last minute' calls, seeking tickets. There will be a report with photos in the September issue of "Safety Fast!" A special 'thank you' should go to Graham Brown for resurrecting the T-Party this year after the disappointment of not being able to stage it last year.

## **SILVERSTONE INTERNATIONAL WEEKEND**

The current plan is to have this Issue of TTT ready in time to take it to Silverstone so that we can save some money on postage (talk about operating on a 'shoe-string'!). I am looking forward to meeting lots of 'T-Typers' when they come to visit the 'T' Register stand in the main MG Car Club marquee. There will also be an opportunity to have a chat at the Silverstone 'natter' from around 5.30pm on Friday in the Specials' marquee, which is situated in the tented area in the competitors' paddock.

There will be a full report of Silverstone with photographs in the September issue of "Safety Fast!"

## **REGISTER AUTUMN TOUR IN SHROPSHIRE** **9/10/11 SEPTEMBER 2005**

We are still on schedule to have 60 T-Types touring the Shropshire countryside. The routes are finished, the Motor Sports Association (MSA) permit has been granted and all that remains is to put together the Road Books. Easier said than done perhaps, but the aim is to get these to the participants by mid August. There will be a full report of the Tour with photos in the January 2006 edition of "Safety Fast!"

## **17<sup>th</sup> SEPTEMBER 2005 – 60<sup>th</sup> ANNIVERSARY OF** **THE FIRST PRODUCTION TC AT ABINGDON**

I must say that I have not been overwhelmed with interest! The date does of course clash with the Goodwood Revival meeting, but as one member pointed out, there will be plenty more Goodwood Revivals, but only one 60<sup>th</sup> Anniversary of the first production TC at Abingdon. Undaunted, we continue to make progress with the arrangements and John Venables is

kindly devising the route, which will encompass part of the former Factory test route.

We will be meeting in a central location (to be advised) in Abingdon at 11.00am and from there we will go on the organised Run, finishing at The Black Horse, Gozzards Ford, for lunch. Rally plaques will be provided and there is no entry fee, but you will have to buy your own lunch! We hope to excite some media interest in the event.

You can sign on for the event at Silverstone, but I definitely have to close the entry list by the end of July.

## **PRACTICAL SKILLS WORKSHOP - 9<sup>th</sup> OCTOBER**

We are going to run this event on October 9<sup>th</sup>. As I have only just received confirmation (and haven't much space!) I cannot tell you much. However, the PSW will be held at the workshops of Peter Edney in Leaden Roding, Essex (close to Stansted Airport). The entry fee is not yet decided, but will not be more than £30. Further details will be published in the August edition of "Safety Fast!" Demand is expected to be high, so initial expressions of interest asap please to Graham Brown (details on page 38).

### **CALLING ALL TA OWNERS!**

Every year we hold a get together, where we concentrate on the practical aspects of running TAs. You may have been at 'Rebuild '05' earlier this year and heard Brian Rainbow's excellent talk on 'Preserving the MPJG Engine'. Brian's extensive knowledge and the collective knowledge of us 'TA enthusiasts' will be available at **The Great Malvern Vintage and Classic Show, Three Counties Show Ground, MALVERN, Worcestershire on SATURDAY 1<sup>st</sup> OCTOBER, 2005.**

The morning is taken up with arrival and touring the Show exhibits. After lunch we assemble in a pavilion for a good old 'natter'. There is plenty of advice on problems and finding parts from those of us who have owned TAs for 10, 20, and 30 years. New TA owners are especially welcome.

Malvern is not far from me, but if you live further afield and are coming in a modern car, perhaps you could offer a lift to others. Please give me a ring for entry tickets and to find out if it is possible to car share. **Dave Heath Tel: 01934 625242**

**Dave Heath, 20 Spring Hill, WESTON-SUPER-MARE BS22 9AP**

## **PROPOSED NEW KIMBER HOUSE**

The text of this page (starting at the next paragraph) and the next three was posted on the T Register website [www.tregister.org](http://www.tregister.org) on 25<sup>th</sup> June. It is reproduced here for the benefit of TTT subscribers who do not have access to the Internet. The first few paragraphs, down to the heading in bold type, are my introduction to the News item (items such as this appear under “T Register News” on the website) and the new website launch announcement (under the heading in bold type) was written by Victor Smith of the V8 Register.

“Since I have been Editor of “Totally T-Type (the bi-monthly magazine of the ‘T’ Register) I have literally been bombarded with messages about the proposed “Kimber Palace” as many of my correspondents call it. Typical comments I receive (often as a postscript to a brief note enclosed with the TTT subscription renewal cheque) are along the following lines:

“We wouldn’t have known all this is going on if it hadn’t been for TTT”

“Why do they need such a large building?”

“This is a members’ Club and we don’t see the need for this”

“The expense cannot be justified”.

“Well done for telling us about all this, you have our support”

“The design is totally out of character in the present location”

Well, now you have the opportunity of gleaning a whole lot more information about the proposed New Kimber House scheme – read on!

The attention of all ‘T’ Register members (including those who are not, but visit this site) is drawn to the launch of a new website designed to provide MG Car Club members with independent information on the proposed New Club Office scheme. The announcement which accompanied the launch of this website is given below. The background to the launch is given further below in a copy of an e-mail to Stephen Cox, Chairman of the MGCC and the letter dated 17<sup>th</sup> June referred to in the covering e-mail. In the absence of a reply from Stephen Cox within the given timescale, the website was launched this morning”.

### **New website launched to provide Club members with independent information on the New Club Office scheme**

Many Club members are increasingly concerned by the scale and likely cost of the New Club Office scheme being prepared by the Chairman and his fellow Executive Committee members. After more than 12 months and £50,000 spent on professional fees and preparation costs none of the essential information needed to assess the New Club Office scheme has

been released to the Council voting members who represent the members of the Club. This website provides an independent source of information for Club members with an analysis of both the New Club Office scheme and information on two much more affordable alternative schemes. Club members will be better able to judge for themselves whether the New Club Office scheme can be justified, whether the scale and cost are wise when other important projects to develop member services clearly need investment, whether the proposals are wise in terms of the necessary contractual and debt commitments, whether they are an appropriate use of Club funds, and above all whether they are affordable both now and taking a prudent view of the Club's likely future financial performance.

[www.newcluboffice.net](http://www.newcluboffice.net)

This website was launched with the support of many Club members and particularly committee members of the Caledonian Centre, North West Centre, T Register and the V8 Register of the MG Car Club who feel they have a duty to bring this growing problem and potential fiasco to the attention of Club members generally.

**From:** [Victor Smith, V8 Register](#)

**To:** [Steve Cox MGCC](#)

**Sent:** Friday, June 17, 2005 4:32 PM

**Subject:** Publication of members' views of the New Club Office proposals

Stephen,

I have been asked by the group of members supporting the issue of the attached letter to send this letter to you. It is quite clear many more Club members have also grown to be very dissatisfied with the lack of information and consultation on the New Club Office scheme that you and your team are preparing and they also find your refusal to publish any views of Club members in Safety Fast! unacceptable as it amounts to heavy censorship. In a members club like ours that is wholly inappropriate. I should be grateful if you would acknowledge receipt of this email and attachment and do hope you will provide an acceptable response.

Regards,

Victor Smith  
V8 Register - MG Car Club  
PO Box 888  
London SW14 7YT  
Tel: 0208 392 9434  
Fax: 0208 392 9673  
[victorsmith@v8register.net](mailto:victorsmith@v8register.net)

## **Letter to the Chairman of the MG Car Club (referred to in the copy e-mail above)**

A very substantial number of Club members, including many CRB committee members, are totally dissatisfied with the lack of clear information on the New Club Office scheme. After more than 15 months and the expenditure of over £50,000 we still have no justification for the size and scale of the development, no accurate estimate of the total project costs, no statement of the intended funding plan or estimate of the amount of debt it is proposed to take on, no projection of the Club's operating surplus to demonstrate affordability, and no indication of how the demise of MG Rover might affect the Club. These are fundamental matters which any responsible management team should have addressed and presented to members of the Council by this stage of the preparation of the project.

Other concerns are that no alternatives to the present New Club Office scheme (the Applin design) have ever been seen by members, and the Council resolution requiring alternative solutions has been interpreted so narrowly by you that the intention was effectively thwarted. We also understand that the planning consent for the Applin design obtained the other day was approved by a small majority of planning committee members and against opposition from the Town Council and local residents. We are concerned by the inevitable souring relationships with neighbours. We understand that you have had no discussions at all with the Douglas Mickel Trust, the owners of the present Club Office property, for some 10 months.

We are also very disturbed by the way the motions proposed by Dennis Barker (T Register), David Rainsbury (NW Centre), David Washbourne (SVW Register) and David Waterton (V8 Register) to appoint a sub-committee of Council to review all aspects of the New Club Office project were kept off the agenda of the March 2005 Council meeting, the seriously misleading remarks made about this by Stephen Cox in the May 2005 issue of *Safety Fast!* and by the refusal of the Editor of *Safety Fast!* to publish the letter from the Chairman of the T Register correcting this. Equally none of the letters to *Safety Fast!* critical of the project that we know have been written and submitted for publication have appeared.

We call upon the Executive Committee from now until October 2005 (or until all matters relating to any New Club Office scheme are finally resolved) to ensure the publication in the next available issue of *Safety Fast!* of all articles or letters already received on this matter and all that may be submitted to the Editor by any Club member in full and without editing or censorship and under an explanatory heading to be approved by us. We trust that the Executive Committee will recognise that publishing

material from Club members can only assist the open and consultative process which is appropriate in a members' Club like the MG Car Club, and we look forward to confirmation from the Chairman that this wholly reasonable requirement is accepted.

In the event that this requirement is not accepted, we feel that we shall need to ensure that an open and consultative process is possible. We propose to do this by launching a website which will provide an independent source of information on the New Club Office for all Club members, together with a bulletin board to facilitate Club members' comments and views. This website is already prepared. We would be very reluctant to take this step, but we really feel that the total suppression of any means to express dissenting opinions within the Club structure leave us no alternative, and indeed that we have a responsibility to enable a proper discussion to take place.

In view of the publishing timescale of *Safety Fast!* there is some urgency to the matter so unless we receive a satisfactory reply from you within the next seven days we shall have to assume that you will continue to deny space in *Safety Fast!* for any opinions other than your own.

This letter is issued with the support of the following Club members:

Geoff Allen (V8 Register)	Dr Gavin Bailey (V8 Register)
Dennis Barker (T Register)	Al Barnett (V8 Register)
Graham Brown (T Register)	David Butler (T Register)
Peter Cole (T Register)	Christopher Drew (T Register)
John Dutton (SVW & V8 Registers)	Ron Frith (T Register)
Howard Gosling (V8 Register)	Gordon Hesketh-Jones (V8 Register)
John James (T Register)	Mike Lugg (T Register)
David McLeod (Caledonian Centre)	Steve Newton (V8 Register)
David Rainsbury (NW Centre)	Alan Riches (V8 Register)
Paul Rodman (NW Centre)	Paul Rundell (T Register)
William Scott (Caledonian Centre)	Tony Smith (T Register)
Victor Smith (V8 Register)	Ron Spinks (Caledonian Centre)
John Steedman (T Register)	Chris Sundt (T Register)
John Targett (V8 Register)	David Washbourne (SVW Register)
David Waterton (V8 Register)	Clive Wheatley (V8 Register)

Total **30 Club members** supporting the issue of this letter

Date: 17th June 2005

# A DOUBLE 'BARN FIND'!

One occasionally hears of a 'barn find' these days, but they are few and far between as most have probably been discovered. (For the benefit of our overseas readers, the expression 'barn find' is used because quite a few old cars have been found in barns on farms in the UK). However this is not universally the case. For example, there is an XPAG Special rotting away in the front garden of a house in the South Somerset/Dorset area..

Imagine the surprise then, when, not one, but TWO TCs were located at the same address in West Wales! Pictured below are a couple of photographs of the red TC, which unfortunately had deteriorated to such an extent that only about three feet (one metre) of the chassis remained.



I hope I have got the story right but this car belonged to a student, who left the car for repairs and then couldn't afford the cost, so he either 'gifted' it or 'abandoned' it so that he was no longer responsible for the car.

This car and the rusty green car shown on the next page have, almost beyond belief, been separately covered with tarpaulins for FORTY YEARS! The story goes that the owner's son, now in his late twenties was not allowed to look underneath the



tarpaulins to see what lay beneath!



The cars were advertised on EBAY and quickly bought (I think that the buyer persuaded the vendor to take the bidding off EBAY and a deal was done). Both cars were then sold on and you may have seen the green

car advertised for sale in "Safety Fast!" for £6950.

When we find out the chassis numbers we will have two more TCs to add to TA/TB/TC Registrar, Stewart



Penfound's list. Stewart tells me that he has broken through the '4,000 barrier' for TCs and at the last count he was showing 4014 (not including the two cars just discovered). He is also doing extremely well with the TAs, thanks to a list sent over from Sweden by my "Swedish Triple-M correspondent", Gabriel Öhman (we will meet up one day, Gabriel!). Indeed, such is the amount of detail in the list sent over from Sweden (it includes the life history of each car) that Stewart is rapidly becoming proficient in Swedish!

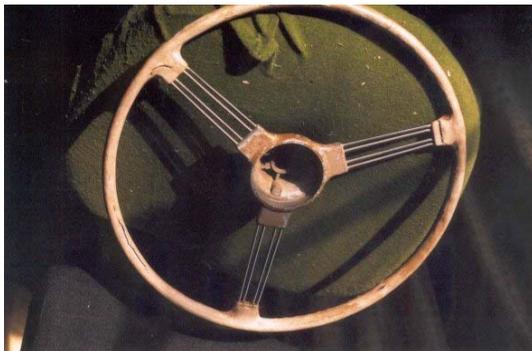
## Refurbishment of TF Steering Wheel

I'm restoring a 1954 TF for which the Heritage Certificate indicates a start in life in Kenya, and more recent history to 20 years laid up in a barn in Holland.

The combination of the two has given me a car, the bulk of which is basically very sound and obviously original, including the original engine. With this start, I'm striving to keep what I can by true restoration rather than buying new bits. True, some parts will cost just as much to restore as new ones would, but like Dick Woollett in the previous issue, acquired skills over the years will enable me to keep it as original as possible.

Like so many of it's contemporaries, the steering wheel had cracked near two of the sets of spokes, and in a couple of places in the rim, plus a bit of flaking on the fingergrrips, but essentially it was strong and sound. (I won't compromise safety whatsoever, anywhere in my rebuild).

There are, of course, several options for replacement, but based on the thought that I could retain the original wheel that steered her out of Abingdon and half way around the world, I researched my pile of classic car magazines from over the years and came across a letter from



someone in the trade who said that Araldite, mixed with synthetic coach enamel (for colour), was a well tried and successful remedy.

No further details of method or volumes were given, so trials were necessary, but not many, as it soon became apparent that it was quite straight forward.

Okay, I thought, Araldite gets things into space, so no problems with adhesion, strength or temperatures, but how on earth does it cure with enamel in there? Answer - don't try and be a physicist, it just does (!) with no discernable difference to normal cured Araldite, and with the process fully complete, the repair has the same appearance and feel as the original 'plastic'.

To keep it brief I'll give an outline of the process, sufficient for the work to be understood, but the Editor has my telephone number if anyone wishes to discuss finer points before they attempt it, or during. If there's sufficient

demand I'll prepare a detailed spreadsheet for the club to distribute (or post on the website).

- \* Pare away weak material back to sound with a sharp knife. Sand lightly with 240 grit to provide a key.

- \* For cracks, mask off the edge and lightly sand blast into the crack to remove discolouration, weak material and for rust on the hoop if exposed (mine was slightly) - or use Dremel type miniature rotary brushes (they fit all drills).

- \* If dark mottling crosses the crack, create a masking 'dam' with Blu-Tac, fill with dark colour to match. When set, remove Blu-Tac and fill remainder with light colour(s).

- \* Degrease after Blu-Tac and between all stages.

Araldite has a natural self-levelling slump which helps you get the level right and gives you time, e.g. if it levels out and needs more or less, do so and wait for it to level out again.



A warm atmosphere helps this, but if creating contours on the rim, e.g. for fingergrips, use Rapid Araldite in a cool atmosphere; less slump, more controllable.

On the rim, you will need to keep turning the wheel over in your hands until it starts to cure (Rapid Araldite -

about 7-10 minutes).

- \* Leave for 24 hours to cure for Rapid, 2-3 days for ordinary (Araldite Precision, blue & white tubes).

- \* Use very sharp/new fine round file, or 240 grit around a pencil (renew frequently). Always file away from centre using short, light strokes in a rolling action. Never file towards the edge, it will lift and not feather.

- \* Level correct, polish with small rotary felt pad (Dremel again) using Paint cutting compound, then T-Cut & spray two light coats of Clear Acrylic Spray Can (Halfords).

- \* When dry, T-Cut and finish with car polish over whole wheel.

There is a second stage which may not be necessary if you were successful, but which I found achieved the near perfection of finish.

Once you've filled the major crack(s) and sanded them to as level as possible.

Use ordinary Araldite with a little colour in, in a warm atmosphere.

Apply as thinly as possible across the whole region, e.g. the face of the spoke area, or round to the back of the rim

Use a stiff, small artist's brush (a soft one won't spread it) and don't expect in it to look in any way smooth. Trust me, it will self level to a lovely smooth finish, but; If you have gone round the rim or off a flat area in any way, you must devote an hour to turning the wheel every 10 minutes, so as not to get runs. Laying the wheel spokes on a sturdy saucepan is best, until curing starts.

You should then need only minimal sanding, polishing etc, before the Acrylic Spray.

Finally, the all important mixing proportions

For every 2 inches of Araldite & Hardener you will need only one blob off the wooden end of an artist's brush for a light/translucent mix (especially suitable for the second stage above).

OR 2-4 blobs to achieve an opaque colour. (One blob = small peppercorn size approx). Araldite isn't expensive in relative terms to the lovely repair you'll achieve, so experiment with small amounts of mix allowing them to set on a scrap to reassure yourself before you start.

I'm sure you'll be as pleased with the results as I am.

**Chris Postle**

**Ed's Note:** It's good to see members taking time to restore the original parts (after being satisfied that safety is not compromised) rather than getting out the cheque book for a repro part. Chris has a major task in restoring his TF, but he'll get there – he's restored one before.

## **DISCLAIMER**

**Articles published in *Totally T-Type* 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.**

# A UNIQUE 'T' RACER RECORD?

'T' Racer, Richard Green, has been sorting through his racing paperwork and finds that between his first race on 17<sup>th</sup> October, 1971 at Croft and the most recent race at Silverstone on 11<sup>th</sup> June this year, he has competed in 204 races in his TC, registration number ARN 807. Here he is at Croft in his first race :



Here he is again at Donnington on 5th May, 2001. He has also competed in over 60 Hill Climbs and Sprints in the same TC. Richard wonders if anyone has competed in more than 204 races in the same T-Type?



What say you 'T' Racers?

## 'Tiff' Madness - Session Four

Please can I apologise for subjecting you lot to yet more of my ramblings, but you can blame the Editor for this!

As avid readers will know, because of my condition, I do not give in easily, so, on the suggestion of the upholsterer, I attacked the tonneau with a hot air gun and stretched it onto some dots screwed to the floor in the spare bedroom. This, needless to say, did not please the wife too much, but it did save using the vacuum cleaner for a couple of weeks and you can hardly see the holes in the carpet. (it worked, as with the new zip, it fits a treat).

Now the trim panels are something else. How can they be such a different shape to the body? Lots of head scratching, gnashing of teeth and handfuls of Valium tablets! I decide to ease the vinyl off the backing, adjust to match the shape I need, and re-stick. Possibly not the best way but I'm quite pleased with the results.

Surprise surprise!! the door panels actually fit the doors – best stop while I'm ahead before it all goes t--s up again! Carpets and seats go in without too much hassle, which still causes me stress as I know it can't last. Sure enough, come to fit the side screen box and discover that the back end is bolted from behind the petrol tank. Lay down in darkened room and take deep breaths before removing spare wheel carrier and tank. Ah well!!! Anyway I eventually get it all covered and fitted and it's looking good.

Now, you lot probably know a trick to set up the bonnet catches, but being ignorant, yours truly spent hours and hours before getting all four somewhere near right and waking in the middle of the night from nightmares shouting "bonnet catches" at the top of my voice, which I might add, was something the wife was none to pleased about.

Time marches on and I get to the stage of fitting number plates etc. and suddenly realise that an MOT appointment is looming. This throws me into a wild panic, as although I've done everything myself and checked it all, 'Tiff' has only driven a few yards, not the four miles, to the Testing Station. My brain now goes into meltdown as it keeps thinking of bizarre things that could go wrong or fall off. What happens if we don't even make the garage? Lots of sleepless nights and every spare moment checking and re-checking everything. Just when I need him most, my therapist has disappeared on yet another expensive holiday (I'm obviously paying him too much).

The day for the MOT dawns bright and sunny, hopefully a good omen - the test is booked for 1500hrs. Trying to work in the morning proves impossible so I adjourn to the garage to be with 'Tiff', load some tools and spares and

set off in plenty of time for the Test. Once out on the open road, all my fears evaporate as she sounds great and pulls like a train.

The very nice man at the garage said it was probably one of the best he had seen (praise indeed!) and proceeded to call all manner of people in to have a look. Finally, after what seemed a lifetime he passed her –**MAGIC!** Now I know she was the same car, but leaving the garage she was shaking her tail feathers and strutting around like the star she is (I'm sure she knows, as you can tell by the photos taken on our return) Meanwhile I'm a gibbering wreck.

Right, all we need now is some dry sunny weather (I'm not taking her out in the rain just yet) so we can get out and do some posing.



Another simple job (HA!) was to drill the holes in the top of the doors for the side screens. Everything is at different angles and it means going through my nice new paintwork. My therapist is still on his extended holiday so

after weeks of procrastination the deed has been done. Hope they are in the right place?

The material for the hood & sidescreens has been ordered so that's the next project on the agenda. Shouldn't take long as it's only one paragraph in the restoration guide??

I've heard mutterings from somewhere that now Tiff is "finished" maybe the house could get decorated and the shelves that fell down two years ago may get put back up.



I must be suffering a relapse- voices in the head- whatever next?

On a more serious note, could I thank all 'T' Register members for their help, encouragement and patience (when asked a myriad of inane questions) without which the rebuild would not have got this far. Thanks!

## **Mel Brookes**

**Ed's Note:** If you take a look back to see what Mel started with (see page 21 of the March, 2005 TTT) I'm sure you will agree that he has achieved a miracle! Thanks, Mel for an entertaining series of articles, which gave me a good laugh when I was transferring them from disk and I bet TTT readers enjoyed the articles too.

## **HELP! Re: TF Registration Number STE 951**

I have owned the above car for three years and have been trying to find out some of its history but I seem to have come to a dead end, and I was wondering if any of you may have any suggestions as to what I can try next.

I know the car was made 06/05/54 and was dispatched to Leicester Police (who were very helpful) they sold it at Parkfield Auction in September, 1958. It is then regularly taxed in the Liverpool area until 1960 and then nothing until 07/07/67 In Leicester with 3 changes of owners up to 05/05/72 (from continuation log book) Still as STE 951.

On the 02/10/91 the then owner applied via MGOC for the original registration of STE 951 to be reinstated. Does this mean that it had personal plates or is there another reason?

DVLA were unable to help a lot and even returned my search fee. MGOC have no records going back that far.

Any help would be appreciated. I can be contacted at [melbrookes@supanet.com](mailto:melbrookes@supanet.com)

**Ed's further note:** According to my research, STE 951 was originally issued in 1954 by Lancashire County Council. This seems to be at odds with the car going to Leicester Police? Some County Councils still hold records of the original registration details i.e. the name and address of the first owner. I have found Gloucestershire County Council and Worcestershire County Council particularly helpful (through their Records Offices). An e-mail to the County Records Office might well produce something.

Some Police Forces also hold quite detailed records of vehicles they once owned (the Lancashire Force is a particularly good example) and they will normally help with enquiries.

## TA/B/C LIGHTING ( HOW GOOD IS YOURS?)

I was driving the modern car the other day, when I came upon this beautiful P-Type, smart red paintwork and shining chrome, driver resplendent in leather helmet – just the very epitome of MG motoring. I was not directly behind the P-Type on the A272, for he was being followed by another driver who was keeping a sensible distance, although he was obviously held up by the MG, which was only doing 45-50 m.p.h. Next, I noticed that the P carried a rear mounted luggage-rack, on which was a holdall, which completely blocked the driver's rear view through his scuttle mounted mirror. Whether the MG driver used his off-side windscreen mirror I cannot be sure, but, suddenly, he decided to pull off the road to his left – brake-lights, if working, were certainly not visible, and the hand-signal (when did you last see one of those?) was perfunctory, and far too late to be of any help. The result was very nearly a nasty shunt for the MG, and the following driver probably muttered “B---y old cars, shouldn't be on the road!”, a sentiment for which I could feel some sympathy, and which set me thinking.

My first thoughts turned to lighting, especially rear lighting. The TA/TB/TC rear lights are only 13 inches above the road surface (depending on how good the springs are!), the glass lens is dark red, and the brake-lights are not easy to distinguish. They were just about satisfactory in 1949; I know they are legal, but this legality ought to be considered a minimum, not a standard to be met. Some years ago Tony Roodhouse and I, with our wives, went on holiday to Provence, and, on our return journey home from the ferry, the late English summer greeted us with a grand evening of rain and strong winds – on the M25 I got a frightening realisation of just how dangerous the standard TA/TB/TC lighting was, for even though I knew where Tony's TB was, for much of the time it was completely invisible in the rain; the lights were just not up to the job. Modern cars have their rear lights about 36 inches above the ground, with much more efficient lenses, and this is the standard which drivers expect. If you further consider that the driver of an HGV, who is most likely to be in the same lane as the T-Type on a motorway or dual-carriageway, sits some 10-12 feet above the road, then, for safety's sake, you owe it to yourselves, your passengers and other drivers to consider some improvements.

Tony Roodhouse mounted a extra pair of lights just outboard of the fuel tank at the top; this is probably the most suitable position, and one has only to look at John Steedman's car to see how it does not detract from a splendid restoration . To those who may say that extra lights were not “as it left the factory” (and this has been said to me), I would just say that the factory, when it existed, recognised that cars had to be improved and modified, and the road traffic conditions have changed almost beyond recognition since the last TC left the production line – witness that the TD

and TF had a much better lighting system, though arguably not so elegant as their forerunners. My TC came to me with TD lamps on the rear wings, which were very visible, but not aesthetically pleasing; I have now removed these, and mounted a pair of D lamps, with single red lenses and stop/tail bulbs, on the upper fuel tank end-plate bolts, using homemade brackets, and wiring mostly concealed behind the tank. The original divided-lens D lamps either side of the number-plate have been modified with an LED conversion, which improves light output on both stop & tail functions, though I have had to retain a conventional bulb to achieve satisfactory number-plate lighting. The final up-date has been to install an LED high level stop/tail lamp unit on the top bar of the luggage rack – this is switched by relay to act as a high-intensity rear fog lamp when the front fog light is illuminated. The use of LEDs permits an effective rear lamp array without excessive current drain on the electrics, and should I meet too many purists, the whole system could be removed in 30 minutes. (If space permits for John to include it, this is how an LED circuit board fits into a 'D' lamp.)



At the front, if you do more than the very minimum of night driving, do consider how your headlights may impact on other drivers. The 'correct' lights for TA/TB/TC are not very bright, and many of us have resorted to fitting halogen bulbs to increase the light output. Unfortunately the lenses of these

correct lamps are only designed to cope with the bulbs of the period, and the lens plays little or no part in directing the light; the use of halogen bulbs produces a substantial amount of light scatter, unless allied to a suitable lens to direct the beam - hence other drivers are dazzled. The use of sealed beam units, or even MGB halogen conversions, in conjunction with chrome adaptor ring (if you can find one) gives the most effective solution. If the lamp unit is wired through a simple plug, then originality can be regained in about one minute.

I also urge the use of amber flashing direction indicator lamps, front and rear – again white/red may be legal, but other drivers react to amber, and are particularly confused by flashing red. Take an objective look at the 'Cinderellas' of the lighting regulations, the rear reflectors; are they just

satisfying the law, or would they perhaps save your life in the event of a total lighting failure? That failure is always possible, even in the best maintained car - I know, because I have experienced it. And do take care to avoid blocking your rear view with luggage – mirrors are there to be used.

Finally, you may have read suggestions that the government may restrict the use of our “historic” vehicles. While this may be a pre-requisite of the proposed road-pricing structure, I think we would all be wise to adapt our cars and plan our driving habits to fit in with current motoring expectations. If we do, we will be less liable to be seen as a nuisance, and may postpone the day when our cars are just museum pieces.

**PAUL RUNDELL**

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# Painting a CW Windscreen Wiper

*Eric Hayes - Australia*

Having a friend rebuilding a TC and myself being an owner of a PA, our common problem is that on both cars the wipers could do with an overhaul. In fact the TC wiper did not work at all. A mutual friend, an ex auto electrician, volunteered a box of old wipers from which to cannibalise the necessary parts.

The overhaul and rebuilding of the wiper motors is not the subject of this article which is, how best to paint them in the 'wrinkle' finish as they were originally. The only tip in the rebuilding I would like to offer, is that after thoroughly cleaning the gearbox, do not fill it with grease, but lightly brush the mechanism with the lubricant. I favour molybdenum disulphate grease or a smear of High Temperature Wheel Bearing grease.

The question arose of how to paint the cover, as it had the small switch lever riveted in. There was no way that I could see how to paint the cover successfully with the lever in place. The main body would not be a problem. Clearly in manufacture it was painted and then assembled. I would have to do the same.



Anyway, as the original levers are diecast, both showed signs of advanced pitting. So I drilled the first one out, **'So now I had to make a replacement.'** Upon analysing the shape it seemed it would be fairly straight forward to reproduce. This would be a good exercise on the lathe, which I hope you went out and bought after my article in the May issue of TTT!

This photograph (*above*) shows the old lever, heavily pitted, the new one is behind. I would like to point out that the photos accompanying this article are of reconstructions, as I actually made this part 18 months ago but failed to take progressive shots at the time.

Firstly, you will have to make a small spanner to undo the two round nuts that are sunk into the fibre block that holds the wiper off the windscreen frame (*it is shown in the photo to the right*) It is a piece of  $\frac{1}{4}$ " diam. B.M.S. (bright mild steel) 2  $\frac{1}{2}$ " long, drill one end  $5./32$ " diameter in, say,  $1\frac{1}{4}$ ". Then carefully file away, leaving two lugs on

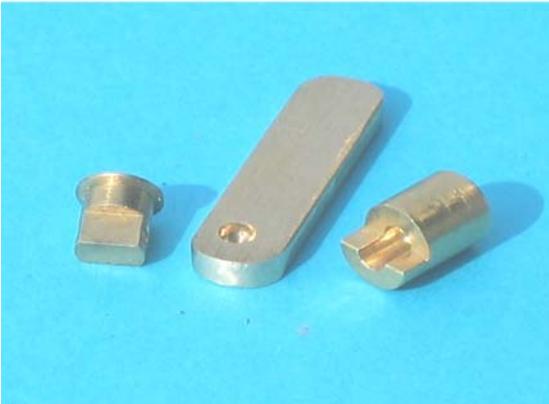


the end that form the spanner. With a bar through the other end for a handle you have the necessary tool. After removing the block take out the two studs.

The base of the lever, so to speak, is 5/16" x 1/8" x 1 1/8" long brass. If this size is unobtainable, the next wider size of the same thickness will have to be purchased and then filed or machined down to size. As suggested in my previous article, try the nearest Live Steam supplier, brass still comes in imperial sizes (*in Australia anyway*)

It is possible to hold a small piece like this in the four jaw chuck of your new lathe and turn it to the correct width. The two bosses were turned out of brass rod of a suitable diameter.

All dimensions can be measured from the old one you are replacing so I will not give many here. But remember they were built in the imperial measurement era.



Another method of manufacture, if the correct section is available, is to cut off 2 pieces say 6" long and then build the component on both ends and only cut off when all the silver soldering has been completed. It will be far easier to handle.

The photo (*to the left*) shows the three components with the

locating hole to receive one of them. The other is over the other side, of course. The base piece can be marked out and centre punched for the small holes – say 3/32" diam. that are to be drilled at the ends, one on either side. The measurement between them is 0.7" (18mm), the first is the radius point of one end, the other is not. The position of the first will have to be transferred to the other side and from this point measured along to the second. These holes are necessary to locate the bosses so as to stop them moving during silver soldering.

If parts are not located in some way they will float away in the molten flux when heated. These holes are not drilled through just half way, or as close as you dare to the other side, and the length of the 'tits' \* are made to suit.

It can be seen that the outer boss is drilled for a short distance and half cut away – this is for the pin on the park arm on the main shaft. The inner boss has two flats milled or filed on the end – this is to take the switch arm and the small washer that is riveted onto it.

\*engineering terminology? **(Ed)**

This photo (*to the right*) shows a simple filing jig, which is just a small steel collar, to aid filing the flats. By this means, both flats are of the same length, the width you will have to measure as you go. These flats are best machined or filed before parting the piece off, by doing this it gives you something to hold in the vice.



After parting off it is turned around in the chuck and the small 'tit' is turned on the other end, the main body is made the correct length of course. This also applies to the other one, drill the hole in the lathe before filing the flat, using a steel collar similar to the above to ensure it is of the correct length. It can then be returned to the lathe and parted off.

An effective way to round one end of the base where the boss locating hole is at the radius point is to turn a small stub  $\frac{1}{4}$ " long from of steel say, .020" larger in diam. than the required radius with the same size 'tit' as the boss that is to be silver soldered in. If this is clamped together with the base in the vice it makes a good guide to file to. This gives an allowance for final finishing after silver soldering.



The photo (*above right*) shows this simple aid to obtaining an even radius. The other end, as the boss is not at the radius point, it will have to be radiused 'freehand' by eye.

The small boss that goes through the cover which carries the internal switch a small hole  $\frac{1}{16}$ " diam is drilled through at the riveting point, parallel to the flats that have been filed to take the switch arm. The boss is purposely made,  $\frac{3}{16}$ " longer to provide room for this hole and it serves two purposes, One, to enable the plating shop to 'wire the piece up'. Otherwise unless some means is provided there is no way of holding the part during the plating process. Secondly, after plating the length is reduced to halfway down the hole, this is then an aid to riveting.



Photo (*above left*) shows the small hole drilled through the extended boss. Now remember, when you started, you intended making one for yourself and one for your friend Tom, and maybe one for Dick, and a spare, and another if something goes wrong – let's make four. Well, make five of the bosses with the flats that have the switch arm riveted onto it. But do not part it off – this your practice riveting piece.

It is silly to go to so much trouble making components, having them plated and then practising on the finished article as to how you are going to rivet it into place.

When the three components are finished, it is time to Silver Solder them together. There are several grades of Silver Solder, the one with the lowest melting point has a silver content of 45%, and as the silver content is lowered, the melting point increases. The idea is to use a high melting point rod to affix the first boss and then use a lower melting one for the second. This way the first will not fall off when heating up for the second. This way the first will not fall off when heating up for the second. Seek the advice of your local Model Engineer supplier, who, when you tell him what you are about will set you up with the correct materials, including flux. Care has to be taken when setting the bosses up, the outer one with the hole and the large flat, the flat has to be set square across and the other two flats are at  $22\ 1/2^{\circ}$  over to the right when looking down on it, check against the old one to see what I mean.

This positioning can be done several ways. Setting up the boss carefully before soldering, this is best done if the small locating 'tit' is a tight fit in the base. The second way is to leave filling the flats until after affixing, using the combination square. Leaving this operation until last is OK if you have a milling machine.

After soldering, it has now to be smoothed and all corners radiused. This is best done with some small fine files and plenty of emery paper, finish off with fine wet and dry say 1000 or 1200 grade so as there is little polishing left to do at the plating shop. Ideally, if you have the means to polish it yourself, all the better.

While the lever is away at the platers turn your attention to repainting the three parts. Yes I treated them all separately, the gearbox cover, the body and the domed front cover and the screws. Strip the old paint with paint stripper and carefully wash it off, check for small dents, especially in the domed cover, the gearbox cover is steel, repair it if possible. If not repairable, judicious use of plastic filler might be called for.

The gearbox cover is laid on a clean surface of something you can move around, such as a small box. Remove the spindle – remove the small split pin to do this – and mask up the motor with paper and masking tape. The gearbox side I cut the shape out of card, so as to be a neat fit, and held it in with the two screws and pushed the two side screws through the card also. This is how I painted the screws.

All the paints I used were Aerosol cans, (rattle cans in the U.S.A.) First abrade all parts with a scouring pad and thoroughly clean and dry before applying a light coat of etch primer. When dry, two light coats of undercoat are applied and when dry, lightly sand with say 1000 grit wet and dry. More coats of undercoat will be required if you rub through to the metal.

Now the wrinkle finish has to be applied in two operations at right angles to each other.

This photo shows the cover on a simple timber stand that enables it to be easily handled during painting without dropping it or painting your hands. This is a retro photo of the finished cover with the lever installed. Just pretend the lever is not there!



When spraying the undercoat, practice applying the two coats at right angles.

Also practice, say on the gearbox cover, or a small piece of metal to gauge the application rate etc. I have found that the delivery rate and the pressure varies between manufacturers, so it pays to practice and waste a small amount of paint.

It is recommended that the piece be warmed to aid drying and the wrinkle effect to take place. Before starting, bring, say, a desk lamp down in close proximity and feel how warm the cover becomes. The body will need more heat input because of its greater mass. I have had success with a 75 W globe, the cover is thin and it does not take much to warm it up. (or a good hot Australian summer's day.) Also read the instructions on the can for the manufacturer's recommended procedures, and follow them to the letter. The wrinkle effect takes some time to take place, so do not rush it.

Why not install both covers on the body to paint them.? You can. But work out first how you intend to hold it, where and how you are going put in down to dry. Do not insert the screws, as the paint will bridge across and when turned will break away the paint. The same applies painting with the cover on, watch out for this.

The domed cover is the trickiest, laying the two coats at right angles to each other, think about it.



Now you are ready to rivet in your new arm. Firstly, grind the extended boss down thro' half the 1/16" hole, now you have two 'legs' that are easy to spread sideways with an appropriate tool. Lay some felt over a piece of soft timber – this will protect the plating.

***Do not lay it straight on the vice.***

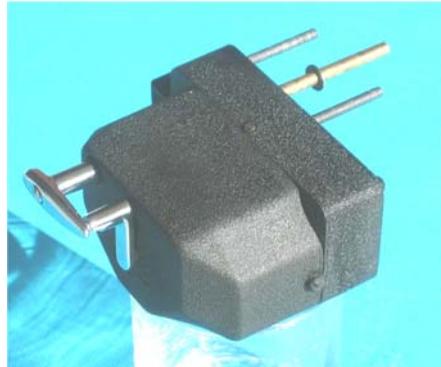
In the photo, (*on the left*) the half hole and the two legs can be clearly seen.

Remember that extra piece that I recommend you make and not part off? Well, set it up and have a practice.

I found a small 'slug' of 1/4" round steel, if laid in the groove and hit through another piece, it will spread the 'legs' sufficiently to rivet on the arm.

It need only be riveted sufficiently to hold it in place without a lot of banging and thumping, there is not a great deal of force involved.

Assemble all of the components, being careful not to damage the paint on the screw slots, scratch the paint from the oiler in the top, and it is finished.



Now if some of you have not been bored and stayed this far, someone by now is bound to say "He is mad doing it that way I would have done it this other way. It would be far better". That's good –it proves that there are more ways of killing a cat than putting it in the microwave.

If the Editor thinks this has been of interest there are more parts to make before the installation of the wiper motor is back to original specifications.

**Ed's note:** Thanks Eric, I'll leave it to the readers to say what they want.

\*\*\*\*\*

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# Keeping and Driving a T Type

**April 7<sup>th</sup>** I drive down to my fishing lakes about five miles away, and as it is dry, go down the slope and park at the gate. Two hours later, and armed with a nice 2lb trout, I jump back in and reverse back up the slope, only to find half way up that we grind to a halt with wheels spinning. All my emergency powers need to be brought in to play to extract myself from holes in the mud. Eventually, with the aid of a small jack, and the carpets (shameful, I know!) laid under the wheels one each side, I get out, managing to retain 'upward mobility' with a straining engine to the top of the rise, (not unlike a real tough hill climb?)

**3 May** I'm driving my daughter to school in the M.G. today. She has SATS tests. I meant to go out yesterday and check all was well (it always is) but didn't. Oh dear! By 7.20 this morning the key to the garage could not be found. So when we eventually got off, it was an even faster run than usual along the river Orwell to her school.

**28 May** Why such a long gap? This article is not about my life's busy diary but about the car. However it almost distresses me (too strong a term) when I pass the garage daily but never go in, using the modern car instead. Well, today is better and I feel better for it. Last night we were trying to work out half term week with my family, and the upshot is that I am due an 800 mile round trip to Cornwall in the TC, starting the day after tomorrow. A good job the car is up and running! Today I attempted to ensure the brake lights were more reliable by taking off the D light attachment and cleaning up the contacts. One hour, and one less on my 'manageable list'. Still in the garage, my daughter suddenly needs a friend of hers driven to Sudbury, which my wife is about to do. 'No!', I gasp from under the back of the car 'no! no! - please let me take her'. And I did, and we drove thirty miles round trip, and the car ran splendidly on this gorgeous summer afternoon. I went about 60 on the open road, overtaken by one or two, but I always caught them up again when they were stuck behind slower traffic. The 13year old passenger was suitably impressed. My M.G. goes much faster than she expected (and Dad has a Porsche so that can't be bad!) One problem - I filled up with 13.46 litres (3 galls) of petrol, but the little light remains on. So I must look at the sender (normally very reliable) tomorrow before embarking on the Cornish trip.

**29 May** I have done much more than intended: rewired all the rear lighting which has been getting less reliable (incl. brake lights) over the past few months. A couple of hours and it is done, plus renewing the front off side wiring which has been rubbing against the wheel. It is now all much improved. The sender unit got some attention (and solder), but I'm not really satisfied I have done a sufficiently good job, so will not rely on the warning light this week! I'll watch mileage instead, reckoning 30mpg to be safe.

**Monday 30 May** I left about 7.20, and was safely parked in central Birmingham by 10.10, after a wonderfully relaxed journey traffic-wise. It's Bank

Holiday, so few lorries, and most people sensibly asleep! The A14 Ipswich to Birmingham is a good route except Cambridge to Huntingdon which can be clogged, but not this morning. It rained almost all the way (forecast said fine), so it was hood up, and side screen removed. I got quite cold because I did not wear the necessary windproof. Birmingham was a dream - no businesses open today, so uncluttered roads. I left the city again at 3.00pm, and drove straight to Otterton in Devon, mostly via M5. I occasionally find myself going too fast. In general I keep the revs at 3.7 or 3.8. I used about a pint of oil in the first 170 miles so good reason for a rebore in the Autumn, planned into the schedule.

The final Devon-Cornwall run, driving due West, was as the sun was going down, Okehampton to Bude - actually dangerous in terms of seeing anything against the sun. A cyclist I noticed in time, hidden by the shade of overhanging trees and the sun in my eyes.

**1 June** All attempts to clean my lovely little automobile before the return voyage to the East have been foiled, but today I have managed a few road-running jobs such as tightening one or two loosening screws and nuts. The bolt underneath one sidelight has disappeared, so that will have to wait until I get home; and the nearside headlamp has for some reason worked itself a bit loose. On the good side, the brake lights continue to operate properly, so that seems to be a long-time problem well sorted out. The tank sender is behaving too. Amazing what a little 'tender loving care' can achieve. Planning the route back, I've decided on M5 to Gloucester area, then A40 to Oxford looks attractive enough on the map. I hope the reality is not disappointing. That means the only motorway I shall have to endure will be M5 Taunton to Gloucester and I like that bit anyway as there is plenty to see in the Avonmouth area. Just talked to the TC - "we're off first thing, long journey in store, and I promise I'll give you a good run with some lovely roads, so how's that?" TC nodded amicably. Fuel is replenished, also oil, and I hope we are on the road before 0700.

**2 June** It was a good idea to use the A 361 to Taunton area - a real novelty on my journey as I don't really know the road. Light traffic as I left at 0615. On M5 near Taunton, I am horrified to see, whilst cruising at 60mph, that I have only 30lb oil pressure (usually 45/50). I immediately stop, fearing the worst (bearings). I find there is no oil on the dipstick. Where can it all have gone? I replenish with a few pints of oil, and drive to the next exit to leave the motorway and investigate properly, parking at the Village Hall car park in West Buckland. *And I hereby apologise to them for depositing oil on their tarmac!* I discover that the screw-on oil filter has rubbed against a bracket and sprung a leak. The car is undriveable. Shall I try binding it with old inner tube? (which I have) - the problem is that I don't have a big enough jubilee clip to go round the filter. I also have some quicksteel which may well fix it. However, a call to the AA might be better. I call them and they appear in a quarter of an hour. Impressive! The patrol man and I discuss the situation, and I advise that this particular part should be readily available at Halfords. It is all I need. He drives

off, back in half an hour, and within an hour I'm on the road again, new filter fitted, car running normally.

My decision to use the A 40 from M5 to Oxford proves a good one. No hold-ups, indeed a good T-Type road. Maybe I'm just lucky today. The road from the Oxford area to my home is very familiar as it is the one I use when attending the 'T' Register Committee meetings. So, apart from the slight setback, I complete the week's journey by mid afternoon, and have travelled 825 miles. Looking back, it was interesting talking to the AA man. He looked on, as I did the filter removal etc, as I've done it so often and it just saves time. He told me that serious breakdowns on the 'vintage' models are rare as the drivers know what they are doing, and don't mind getting their hands dirty if something does go wrong. He then offered me the patrolman's washing facility, in the back of the AA van. A sink, washing liquid, towels, everything!! I drove off cleaner from the car park than I had arrived.

My spares kit for long journeys includes core plugs, inner tube, jubilee clips and hoses, old inner tube for repair (esp. oil leaks like the one I've just had), petrol pump points, coil, araldite, quicksteel, tin of screws, bolts, washers, plus all the usual fluids, grease, plugs and the like. If I'm on my own, I also take the trolley jack in the passenger footwell!

**11 June** Oh joy! a drive to Orford to hear a mid- afternoon concert as part of the Aldeburgh Festival.

**15 June** As I write, new leather seat covers have arrived, and high time too - mine are original but now completely 'shot'. MOT tomorrow so a good look over everything this p.m. I hope. And for the time being I shall sign off; the frequent running will continue, including Silverstone, possibly Abingdon in September, and definitely the Autumn Weekend. I hope I'll make it over the Channel again this year. Keep 'em running!!

### **Christopher Tinker**

**Ed's Note:** A big 'thank you' to Chris (who is the Register Competition Secretary) for this series of articles. Chris uses his TC more than most and the pleasure he gets from his



car, which he has owned for 33 years, definitely shines through on these pages!

# TA/B/C Brake Master Cylinder Restoration

When I last ran my TA (in 1965 - doesn't time fly!), the master cylinder was in a poor state so I bought a new Lockheed unit. But it never got fitted because I "retired" the car soon afterwards as the wooden body frame was giving way. As part of the restoration, started some two years ago, I replaced the very corroded, but probably original, master cylinder with the new unit. This replacement included a new heat shield unit from Moss (top left in the photo on the next page), and plating and blackening of the knuckle shaft at the same time.

However, having thought about it for some time, I decided to replace the rubber seals as I intend to use silicone brake fluid. I understand from others that swelling of rubber parts is different for silicone than for conventional brake fluid. It appears to be essential to start with new dry rubber parts if changing to silicone.

So I bought a master cylinder repair kit from the MG Octagon Car Club and set about the refurbishment (on the kitchen table, when my better half was out, should you ask). The overhaul is very easy with a decent pair of circlip pliers (I used Draper, under £10, with several combination of ends). It was just as well that I pulled it apart because the very thin metal washer inside had largely corroded away in storage - see lower washer in the photo. No metal washer came with the repair kit, and no suppliers appear to offer this part in their lists. So on an inspiration I hacked apart what was left of my old master cylinder, and to my amazement out came a similar washer in excellent condition - see upper washer in photo. The rest is straightforward. Just keep everything clean, soak each item in whatever brake fluid you intend to use, and it should go together easily. Apart from the circular seal over the piston, which takes some persuasion. I didn't remove the threaded section of the master cylinder, nor did I have to hone the internal bore as the latter was still smooth and clear. I had bought a simple hone for an electric drill from Frost some time ago for use on my wheel brake cylinders which I could have used here, but there was no need.

Care has to be taken to ensure the holes in the piston end are clear and clean, and also for the tiny relief hole further in than the main entry port from the outer reservoir can.

I should mention two things. Octagon sells a complete brass replacement master cylinder, but I have no further knowledge of this unit. Some owners have experienced trouble with silicone brake fluid, which in a few cases appears to swell the circular washer at the cylinder end enough to stop the relief hole being fully cleared. Solution appears to be to skim a few 'thou off the internal piston, or to back off the brake pedal a tad to give slightly more clearance.

I hope this helps anyone contemplating what appears at first sight to be a difficult repair, but please bear in mind the usual caveats on responsibility (not



***"The red tell-tale dots out on the front corners, framing long, bounding shafts of light"\*.....***

My first ride in a T-Type in 1964 made a huge impression. Driving at night in Martin Underwood's pride and joy was a life changing experience; the windscreen seemed very small and the bonnet went on for ever; driving seemed like looking down a gun sight;. It was the red dots that clinched it for me, though; pure magic.... I had to have one of these cars!

### **Lucas 1130**

You're never going to see a pleading advert in *Safety Fast!* or on the Internet for a pair of Lucas 1130s. They were used on many vehicles for over 20 (30?) years and are still available in excellent "repro" form from most of the suppliers. As a result, the rebuilder can choose between restoring his/her originals, finding good used ones at Autojumbles, or buying new.

### **Restoration**

TC0301's sidelights were all there, however a previous owner had re-chromed them without removing the red dots! Result: a very smooth red disc from the polishing process, instead of the "King of the Road" emblem. Once I realised that you could not remove the glass frosted lenses from the chrome surround for chroming (the process does not harm the glass), restoration was very simple. Just make sure that you do not block the pinhole (for drainage?!) at the bottom-rear of the body. Lenses come in a wide variety of frosted glass, so you might want to check that yours match. All the internals, new red-dots, rubber mounting pads and top screws can be bought from your friendly supplier.

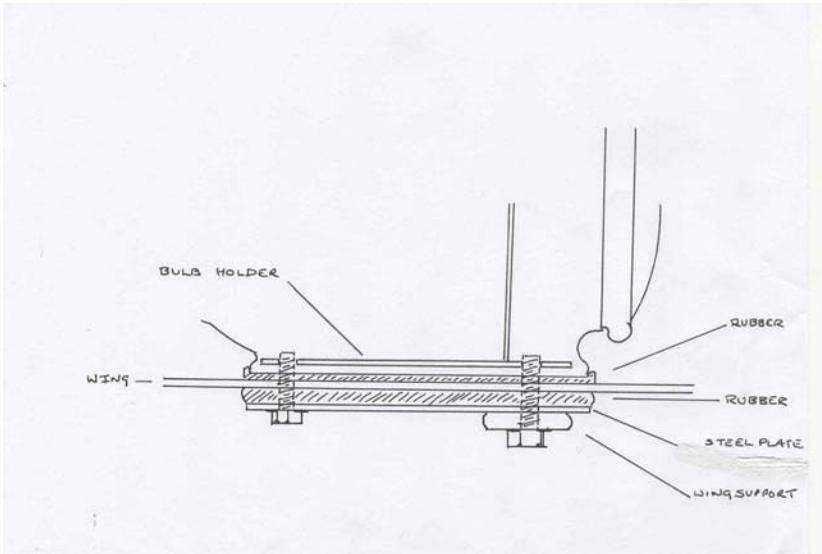
### **Turn Signals**

In the planning stage, I'd decided that I wanted the best turn signals possible, provided they didn't detract from the overall look of a period T-Type. Luckily for me, our fellow T-Register member, Steve Taylor, had devised a way of including a turn-signal bulb into the internals of a 1130. If you want to do it yourself, you can use his notes contained in the Technology files of the "T-ABCs Forever" website ([www.mg-tabc.org](http://www.mg-tabc.org)). However, even luckier for us, Steve now runs Stafford Vehicle Components Ltd. and you can buy the 1130 conversion kit for £35 a pair. Or, £25 if you buy new 1130s from SVC at £70 the pair (£95 total). The kit uses front mounting push-fit bulbs: 5 watt sidelights and a very healthy 21 watt, turn signal bulbs. So effective and discreet is the installation that my local "seen it all" MOT tester was prompted to say "bloody good these things, aren't they?" during my test last month.

### **Fitting**

OK, that's the easy bit over with; fitting the lamps proved rather more challenging. Sherrell\* says that the lights are fitted on the apex of the wing.

Unfortunately the deciding factor is not the apex position, but the end of the wing-support arm. If the hole in the arm is right below the apex, then you are most fortunate! I was using new wings, and the position of the support meant that the crucial mounting hole was on the inside slope of the wing. Looking around and about at Silverstone, I noticed that many side lamps leant inwards slightly, however mine looked really silly.



Drilling the two mounting holes into new wings took a lot of time and can only be done once the radiator is in its final, perfect position and headlamp support bracket has been bolted firmly to the wing. As the diagram (*above*) shows, there are quite a few pieces involved in fixing the lamps:

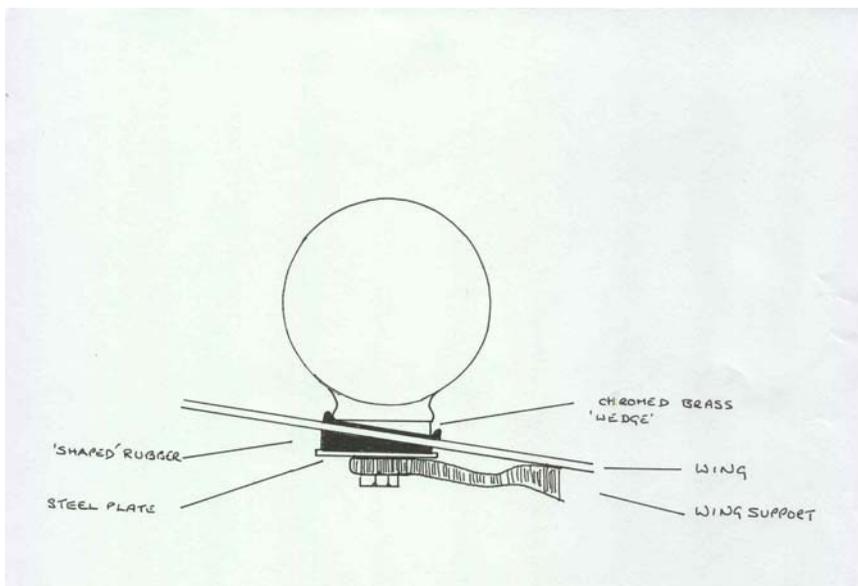
The front 1/4" BSF setscrew goes through washer/support arm/steel plate/rubber mount/wing/top mounting rubber/1130 body and finally engages with the thread in the lamp holder. It helps to have a friend around to maintain your temper while you try and get everything aligned for attempt number 26 and your finger tips have lost most of their skin.

The rear setscrew goes through the same bits, except for the support arm

[At "Rebuild 2004", several members questioned the originality of the support plate. In defence, I said that Sherrell refers to this "metal pad the shape of the base of the light". Also, without it, there is no proper support for the lower rubber. Given its positioning, I made them out of stainless steel.]

### **Non-standard adjustment**

To partially correct my inward leaning lamps, I made two modifications, which are shown in exaggerated form in the diagram (*on next page*) Firstly I trimmed



the relatively thick lower rubber so that it was a "wedge shape" and held the metal plate horizontal, when looked at from the front. I made a similar brass wedge to go between the lamp body and the top rubber. It took a fair amount of filing, but once chromed and fitted, it is almost undetectable and corrected about 10% of inward inclination.

Happy fettling!

*John Steedman*  
[johnhwsteedman@aol.com](mailto:johnhwsteedman@aol.com)

\* quotes from Mike Sherrell's "TC's Forever", which is now happily available again from the Register at £47.50 (plus postage). Postage rates are (UK) £6.95 (book sent by Royal Mail Special Delivery), Europe £9.50 (the International "Signed For" service is recommended – this costs an additional £3.50. Postage to Rest of the World is approximately double the Europe rate.

Stafford Vehicle Components Ltd. 53 Kepler, Off Mariner, Lichfield Road Industrial Estate, TAMWORTH, Staffs, B79 7SF, UK Tel: 08456 581 251 Website: [info@s-v-c.co.uk](mailto:info@s-v-c.co.uk)

**Ed's Note:** John referred to the support plate (see bottom of page 35). I confirm that TC0750 has these and since the wings have never been off the car, it must have been fitted originally.

### **CAR FOR SALE**

1936 TA first registered in Leeds. Off the road since the mid 1960s, but all there, (including log books), except for the rear wings. The original MPJG engine has been replaced with a factory replacement XPAG unit. Offers based on £5,000, please, but I want this car to go to a genuine enthusiast. Tel: 01444 245691 (business) or, 01444 241262 (ansafone). Burgess Hill area, West Sussex.

### **SPARES FOR SALE**

Coil springs, almost new, for lowering and stiffening the front of a TD/TF. £30. Tel: 07708067023 or, 01628 526127.

SU carburettor (1) for M/P/J-type (1") £40. For T-Type: 1 very good 12v wiper motor £50, pair of 1 ¼" SU carbs £80.

2 x 12 volt trafficators, good working order £35 pair. 3 x 185HR15 XVS Michelin tyres- no wear on chrome 72 spoke wire wheels – splined centre is larger than T-Types (maybe Jaguar or similar large car such as Aston Martin, Porsche or Bugatti) £60 each complete or £150 for the three.

For TD, pair of round tail lamps complete with tapered chrome mounts £40 the pair, 1 only TD chrome headlamp with Lucas "King of the Road" emblem, complete and in good condition £40. Bill Tonks 01429 838683.

TF Spares: Andy King anti roll bar (never fitted) £120, Good scuttle top and brace, Pair of doors not bad, surface rust only. Speedo cable (never fitted) Pair rear drums. TD? bell housing and cross shaft. Mel 01424 440918 e-mail [melbrookes@supanet.com](mailto:melbrookes@supanet.com) Reg No.1338

**SERVICES** I am now able to offer an exchange brake shoe relining service for TA/B/C. Linings are bonded rather than riveted and are suitable for the original steel drums. Price is £27.50 per axle plus return postage. This is a non-profit making service to T Register members only. John James 0117 986 4224 or [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk)

**TA/TB/TC BRAKE DRUMS** Nearly ready at last! (they have been promised for the end of July). More information will be available in the September issue of TTT. Only 5 sets made and probably all sold but could do another batch. John James 0117 986 4224 [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk)

### **SEPTEMBER '05 TTT – ISSUE DATE**

Due to participation in the Autumn Tour and the 60<sup>th</sup> Anniversary of the TC Run (plus organising responsibilities for both) the September Issue may be slightly later than usual (probably last week in September). However, as always, I will do my best (just as long as you reciprocate and supply me with plenty of copy!)

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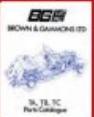
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