

T REGISTER



Totally T-Type



ISSUE 12

NOVEMBER 2005



Overhead 'shot' of TC10208



Peter EDNEY



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THE EDITOR

Welcome to Issue 12 of **Totally T-Type**. How quickly the years pass! Still, I have some comforting news for you. There is an organisation by the name of “The Continuous Mortality Investigations Bureau” – I think they must be Actuaries – who have recently published some statistics to show that UK life expectancy figures are steadily increasing. What used to be referred to as a life expectancy of “three score years and ten” is now more like four score years and five. No wonder the pension funds are collapsing under the strain and I hear that my former employer’s (The Post Office) fund is £4 billion in the red. The Government’s solution, no doubt having come to the conclusion that ‘Joe Public’ will not be persuaded to save more (if anything!) for retirement, is that everybody should work for a few more years. What a far cry from the 1960s (or was it the 1950s?) when we were led to believe that something called “Automation” would change our working lives and that with machines doing all the work we would have lots and lots of leisure time!

Not that I have found that retirement, albeit early retirement, frees up much additional time. In theory it should, in practice it doesn’t as one suddenly becomes useful for a whole new range of tasks, the chief of which is helping out with the grandchildren. I wouldn’t, of course, change this for the world, but the sooner they can wield spanners and take an interest, the better!

Now, what is all this leading up to? Well, I suppose that it’s the well trodden ground of “what will become of our cars?” I don’t have a solution, but I am persuaded that the more we can spread the word about T-Types and can demonstrate that they are eminently usable, then the more chance we stand of them surviving and being actively used by the next generation. Still, according to “The Continuous Mortality Investigations Bureau” we should have a few more years to think about it! *continued on page 4....*

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The outcome of the MGCC Council meeting and the Annual General Meeting was a tremendous relief to me and doubtless to many of you who have been able to log on to the website and find out about it. The support of T Register members was truly outstanding and your letters, e-mails and phone calls convinced me that this was a cause worth fighting for. I won't say much more since, arguably, "Kimber Palace" has already occupied enough space in the pages of TTT, but I am hopeful that we will now see some changes for the better with the MGCC. For the benefit of those without access to the Register's website www.tregister.org there is a report on page 7 – I have kept this as brief as possible, consistent with giving you the information you need.

Next year is the 70th Birthday of the TA. The first production models came off the Abingdon assembly line on 25th June 1936 following earlier prototypes TA0251 (3rd March 1936) and TA0252 (3rd April 1936). We can't let this anniversary pass without some sort of celebration, so if anybody has any ideas, please let us know as soon as possible.

I see that my "opposite number" in the Triple-M Register (Philip Bayne-Powell) is getting quite 'steamed up' about the lack of contributions to the bi-monthly Triple-M Register Bulletin. Phil does a great job with the Bulletin and I can understand his sense of frustration when he not only has to put the magazine together, but also has to provide quite a few of the articles as well. Fortunately, I have not been faced with this situation during the first 12 issues of **Totally T-Type** but one must not be complacent and I am forever looking ahead to the next issue before finishing the current issue. Perhaps therefore it is now opportune to remind readers that articles don't grow on trees, they have to be written! Why not share your experiences of restoring/driving/maintaining your T-type with fellow owners? I am not fussy as to how articles are presented and am quite happy to type from a written manuscript.

What are you like with computers? Well I'm OK as long as my 'guru' (son, Stephen) is close at hand to put something right when it goes wrong. He hasn't been around for the last 9 months, so I've been on the edge of my seat, with fingers crossed. We've got by so far, with a fault on the website being fixed from Thailand and an e-mail problem fixed from New Zealand. The e-mail problem was particularly unnerving as messages people were sending to me were being returned to them. Fortunately, in between dropping out of a plane at 12,000 feet and climbing a mountain, my 'guru' realised that he had not arranged to filter messages sent to my second e-mail address jjtregalia@octagon.fsbusiness.co.uk to my 'in box' so 1000 messages had stacked up, about which I was blissfully unaware. If you sent me a message to this address, rather than to jj@octagon.fsbusiness.co.uk you now know why you didn't get a reply!

T REGISTER NEWS (BY JOHN JAMES)

COMMITTEE MEETING 23rd OCTOBER 2005

We had a productive Committee meeting at our usual venue, The Foxcombe Lodge Hotel, Boars Hill, Oxford. Dennis Barker chaired the meeting and was looking remarkably relaxed following his house move from Ampthill, Bedfordshire to Brockenhurst, Hampshire. Much of the meeting was taken up with a report back on the MGCC Council and AGM meetings, which had been held the previous weekend. The Committee were pleased with the various outcomes and were particularly encouraged by the appointment of four new Directors.

The Treasurer reported an extremely favourable financial position. This was despite spending nearly £2,000 on a shipment of Mike Sherrell's book, "TCs Forever!" from Australia. Regalia sales are holding up very well and are a major source of income.

The events held in 2005 were reviewed and it was felt that all had been successful. The reintroduction of the Shuttleworth 'T' Party was particularly welcomed and the support received from T Register members was heartening. Against this background, it was agreed to run the following events in 2006:

- (a) 'Rebuild' 2006 at St Neots.
- (b) Shuttleworth 'T' Party
- (c) Silverstone International Friday evening 'natter'
- (d) Autumn Tour (based on Harrogate, NorthYorks)
- (e) Practical Skills Workshop

The date of the next Committee meeting was agreed for 15th January.

Ed's Note: I have pointed this out before in "Safety Fast!" but reiteration does no harm. Committee meetings are a very small cost to Register funds with no payment of travel expenses. Some committee members have to travel quite long distances. For example, Chris Tinker, our Competition Secretary has a 300 mile round trip.

'REBUILD' 2006 – 12th MARCH 2006

This is the first date for your diaries. 'Rebuild' 2006 will be held at our usual venue, Ernulf School, St Neots, Cambridgeshire. Peter Cole is again organising this popular event and he is currently putting the programme together. We are not yet in a position to give you full details, but we should

be by the time of the January TTT (and, perhaps, the January "Safety Fast!" Newsletter).

SHUTTLEWORTH 2006 (DATE TO BE ADVISED)

I've had a look on the Shuttleworth website, but they don't yet list the date of next year's event. However, it is normally the first Sunday in July, so this would make it 2nd July. More details to follow.

SILVERSTONE INTERNATIONAL WEEKEND

No date yet, I'm afraid. We may know by the next TTT.

AUTUMN TOUR 1st/2nd/3rd SEPTEMBER 2006

For the second year in a row we are venturing North of Watford! Our organiser for this year's Tour is Grant Humphreys. Grant has booked The Cedar Court Hotel in Harrogate for our stay and he is already checking out routes on our behalf. In Shropshire, this year, one of our visits was to a



vineyard. In Yorkshire, next year, a visit to a brewery might be on the cards!

The Cedar Court is Harrogate's first hotel, dating back to 1671, sympathetically restored and re-opened in 1999 after a multi million pound investment. Fortunately, we will not be paying "multi pounds" for our stay, for the Dinner, Bed and Breakfast rate is unlikely to be more than £52.50 per person per night. There is, of course, an entry fee (per car) for the Weekend to cover admission charges to the places visited, preparation of the Road book and rally plates etc., but we will try to keep this to last year's £40, albeit this was really challenging.

Grant would like early indications of interest from you and can be contacted by phone (01706 642688), by e-mail grant.chumphreys@btinternet.com or by good old fashioned 'snail' mail to 4 Ashdene, Lower Healey, ROCHDALE OL12 6DJ. You are advised to contact him asap.

PRACTICAL SKILLS WORKSHOP OCTOBER 06?

We are keen to hold another of these workshops and October seems to be the favoured month of the year. We do, of course, need to review this year's arrangements and we cannot take it for granted that we will have use of the same venue. However, judging by the feedback from the participants at this year's event, we very much hope that we can make a return visit to Peter Edney's excellent facilities and learn more from Peter and his helpful and knowledgeable staff. A report on this year's event can be found on page 9.

Well, that's it so far for next year's events. We still have some reports to publish on two of this year's events, namely the TC 60th Anniversary Run and the Autumn Weekend in Shropshire. However, I intend to cover these events in the January Issue of "Safety Fast!"

MGCC COUNCIL MEETING AND AGM HELD ON 15th OCTOBER 2005

To save "reinventing the wheel", I reproduce below the information which was published on the website (which was 'lifted' from the Independent website www.newcluboffice.net)

Directors' NKH scheme has been halted

At the Council meeting on Saturday 15th October 2005, the Council members agreed the financial case for the NKH project has not been made to their satisfaction and they instructed the Directors to halt all work on the project with immediate effect to stop the costs escalating. Council required a full review of all alternatives and any new ideas. Council members set out its requirement for a fully detailed business plan covering the future development of the Club showing all actual and potential income streams over the next five years to be presented to the next Council meeting setting a clear case for the capital expenditure on the Club's offices.

Working party formed

Later in the meeting Council agreed to the formation of a working party, being a sub-committee of Council, with the role of carrying out the examination and assessment of all available Club Office options and assessing the Club's office accommodation needs. That working party has to report its finding and conclusions on or before the Council meeting to be held in Autumn 2006 with an interim report to the Council meeting in Spring 2006. The seven members of the working party are to be

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selected and appointed by the Club President, Bill Wallis, with the advice of the Vice Presidents.

New Safety Fast! arrangements

The CEO provided brief details of the new Safety Fast! arrangements and claimed most members from who he has had contacts have expressed support for the new arrangements. That was not the view of the Council members representing Club members generally who expressed serious concern that a deal concluded only two weeks before the Council meeting could not have been presented beforehand to Council for consideration. The CEO declined to provide details of the effect of the arrangements on the gross revenues, gross costs and net cost for Safety Fast! claiming confidentiality but Council wanted to know the effect of the deal on the Club's financial projections and passed a resolution requiring him to provide that information without delay.

Major changes to the Board

Some 11 Council members supported a vote of no confidence in the Board with around 20 against. So whilst the motion was lost, it was certainly a wake up call for the Board which had unanimously recommended the NKH scheme which has been shown in the Appraisal Report to be unjustified, undercosted with cost overrun risks, requiring high levels of debt and is not affordable. At a further meeting later in the day – the Club's Annual General Meeting - attended by many general Club members, some significant new appointments were made by the elections. Those appointments include Peter Best (Chairman) and Malcolm Eades (Vice Chairman), and Howard Gosling and Victor Smith as directors. They are all longstanding Club members with particularly useful business and financial strengths - Peter Best, a former Chairman of the Club, has the capabilities and experience of running a successful business where a focus on customer services is vital, Malcolm Eades, a financial controller with a medium sized construction company and a former banker who specialised in services for small and medium sized businesses, Howard Gosling, a business man who has run a successful business and is a trained mediator, and Victor Smith, an experienced project development and finance specialist and formerly a construction engineer with Laing.

The T Register voted FOR the vote of no confidence in the Board and FOR the vote of no confidence in the Treasurer, Peter Buckles. The Treasurer is to continue in a temporary capacity until next March when an Extraordinary General Meeting (EGM) will be called immediately after the March Council meeting (Council meets twice a year in March and October) for the sole purpose of electing a new Treasurer.

The Practical Skills Workshop: Sunday October 9th 2005.

**Peter Edney as Host at his superb Business in
Essex – see TTT, SAFETY FAST!
and Google for details**

A Short report!

Eleven of us arrived in T-Types on this glorious morning. My first view of a blessed, fellow T-Type was about three miles before Peter's place when Allan Howell's red TD came into view. We were greeted at Peter Edney's immaculate and professional workshops by Pete himself barbecuing the sausages – what a welcome after a couple of hours (or more) in our T-Types. We each had four sessions of one and a half hours alongside true experts in this field who showed us 'tricks of the trade', answered those niggling questions we've never found answers to, and we were all made to feel welcome. Our hosts really wanted to help us, so there was just the atmosphere we might have hoped for throughout the day.



The author of this report, Chris Tinker (centre) asks a question

Just a few comments on what I picked up today. My first session was Brakes/Adjustments: the main message for me was that many of our cars have water in the brake fluid leading to corrosion all over the system. This is due to lack of changing the fluid, at least occasionally! (I've never changed mine, only replenished, so I am certainly at fault and will act – glad I came...). Advice was to check this out to ensure we were not heading for brake failure. Hoses should be malleable, and the master cylinder should be checked over thoroughly. The master cylinder we saw was full of rusty gunge, also easily visible in the cylinders feeding the brake shoes themselves.



The 'tricks of the trade' as demonstrated by Ian

My second session was Doors/Body, run by Ian: another interesting session, looking at a few problems on cars in the car park (including mine!). Ian spoke of how to get a really good paint finish (he uses 2000 'wet and dry' which none of us knew existed!), importance of preparation, and what a full respray at Peter's garages would entail, in terms of cost and work undertaken (over 100 hours for a T type...) We talked of tricks around door hanging, and also discussed some of the cars in the workshops, the work done, colours, customers' (sometimes eccentric) demands, and other personal objectives some of us had for our own cars – for me, some tips on

MIG welding which were very useful. Somehow it is better talking to a real professional than reading even the best of books, thus the value of such a day as this.



Everything stops for lunch!

After lunch, it was on Carbs/Settings run by Walter. We went over the tuning, including balance of air intake, strength of mixture, and this was a real 'hands-on' session for those prepared to try. The whole system was laid out for us, with all the tiny gaskets etc. and we also looked at the float chamber. I came away with lots of notes on what to check out. Cleaning out of the bottom of the chamber, and cleaning the filters, may seem obvious, but Walter told us how many cars he sees that are affected by impurities in the fuel simply through negligence in checking from time to time that all is clean in these areas.

I finally moved on to Timing/Distributors: George Edney tuned a number of the cars present during the day. He spoke much of the importance of the dwell angle (he uses a dwell/tack meter which he says is available from Halfords), how to adjust to best advantage a worn distributor (though a new one is a good idea!), and also talked over the setting of the tappet gap – never forget that many cars will have tappets that are indented through

wear, thus giving an incorrect reading on a flat feeler gauge. He also said that it is very well worth the money spent on getting your car tuned properly on a rolling road. It was good to see George there – he brought a photo album of his racing history for me to see, and it included Rallies over the Stelvio Pass, and Pete at the age of nine wielding a massive component in George's workshop – nothing like staring young for true professionals!

I was not down for Heads/Gaskets, unfortunately, but decisions had to be made in advance. Had I known it was to be run by Peter Edney, especially after seeing the photos, it would have been on my list. Anyway, I spent a little time listening, learning that as my bores are a mirror finish (I had the head off only last week), no wonder oil is burning. Glaze busting is one way out, but that means stripping the engine right down, so better to have a re-bore, it seems.



Afternoon tea break and a chance to look around the showroom

The day was superbly organised by Graham Brown, to whom our thanks are much due – but also, for rescuing the failure of outside caterers who pulled out very late, to Sue (Graham's wife), Joe Edney and Evelyn, wife of another of us (David Lewis) who has had his TC in mothballs since youth, and is now rebuilding. These ladies provided glamour amongst us men (where are the lady T-Type owners??), wonderful teas, coffees, and lunch in the warm sunshine. This was a truly memorable day, well supported, and very well worth repeating!! Perhaps the best thing is actually handling other T-Types, so similar to our own, when we spend so many hours in the confinement of our garage, upside down and with no good advice. This day did it all!!

Christopher Tinker

“COVER GIRL”

The ‘lady in red’ on this month’s front cover, is TC10208, owned by David Budgen. She was one of the last 50 TCs to be built, leaving the line at Abingdon on 24 November 1949. The car was registered JWT 185 five days later, on the day TC production ceased. She’s been on the T Register for some time (No 6740) and has receipts going back more than 30 years. A DVLA search suggests that she has changed hands at least four times.

The car left the factory painted black, with red trim. David bought the car in the Spring of 2003, having spotted her six months earlier on a visit to Shuttleworth with his father, a vintage aeroplane enthusiast. The TC was amongst a line-up of vintage vehicles on show at Shuttleworth’s Summer Air Pageant, a rare day when almost every single aircraft in the Collection, including the Bristol Boxkite and Avro Triplane, got an airing. Such was his interest in the car that telephone numbers were exchanged with the then owner, Tony Silvey from Ely. Three years on, 10208 looks much the same, although she now has her red trim back (the cover photo shows the previous colour trim). Apparently, below all the ‘red gloss’, lies a smoother running engine, steering box, gearbox, and rear axle.



Budgen senior would have preferred his son to “run something powered by a Gipsy Major”, but automobiles rather than aeroplanes have always been David’s first love. Nevertheless, that hasn’t stopped Dad from “getting involved” but the real credit for keeping her “airworthy” goes to Jim Denne and his boys at West Hoathly Garage in Sussex.

MG TA - Centralised Lubrication System

(valid TA2258 onwards)

During the current restoration of TA3120 I have found it necessary to restore this system, mostly with new parts. This was because the entire kits for the rear trunnions were missing, and most of the remaining pipes were damaged beyond repair. I also should have taken more photos of the fine detail during dismantling for future routing purposes.

To summarise,

1. Components - a full listing is in the Service Parts List (I have a replica bought at a MGCC T-Register Rebuild) Page 60 for the Grouped Nipple Chassis Lubrication System. This gives lengths of 2'10", 5'8" and 8'9" on each side for the tubing.

2. Tubing - 3/16" x 20 gauge bought from Namrick in Brighton, UK. Two 25 foot rolls are more than enough. The outer diameter is within a gnat's whisker of the original piping, although it looks larger because it is clean and new. The pipe comes with a line of black print on it but this comes off with a fierce rubbing using a cloth and white spirit, or just turned to the inside. Leftover pipe can possibly be used for the carburettor float bowl overflow lines.

3. Olives - I have not used these as I discovered my (cheap) pipe flaring kit has a 3/16" die which makes ends which suit all the adapters just fine. The pipe ends need a little gentle filing or sanding to remove the surface marks created in the flaring operation as the original nuts are a tight fit on the new tubing. Not strictly original, but invisible when made up. See photo on page 15 (noting that both tubes shown have flared ends, one new tube and one original tube tested for feasibility).

4. Oilers - TA3120 was missing two, so I have made up substitutes (not replicas, but close enough for now) using a plated M8 x 1.0 (= Metric Fine) bolt having thread length 1.6 mm, drilled through with 2.5mm hole, then counter-drilled similar to an original oiler. This seems to work fine, even though the threads seem strange for an MG T-type. The oiler threads, securing half nuts, brass nuts etc, clean up nicely with M8 x 1.0 taps and dies. I've not fitted grease nipples yet, but note in the photo that the originals (lower view) have separate balls and springs inside the adapter body, not captive in the grease nipples as more usual nowadays (upper view).

5. Rear Trunnion elbow - Not available but a restorer in the USA has converted a modern fitting to an excellent replica, although not for sale. I

may have a go later, but for now will connect this line direct to the trunnions (see Clausanger Page 20). Again the M8 x 1.0 die comes to the rescue as a suitable BSF thread, with the bolt head cut off, can be turned down at one end to give several turns to suite the original brass nut. Drilling through will provide the required adapter.

6. Routing - Sherrell has an illustration on Page 255 which shows a line of spare holes which he refers to as "probably pre-war greaser mounts". Clausanger has several photos which show parts, Pages 18, 19 and 20. The three tubes from the oilers first pass through a flattened brass P-clip bolted halfway down the foot ramp support. All piping then goes onto the outside of the chassis. Most of the routing can be seen in the excellent illustration in the "TA & TC Gold Portfolio" book, pages 28 and 29, including a detailed sketch of the rear trunnion arrangement.

7. Oil – Oil similar to rear axle oil should be used. If grease is to be used, it hardens over time and eventually blocks up the tubing.

Acknowledgements: Lee Jacobsen (routing), Tom Metcalf (rear elbow), Stewart Penfound (donation of two oilers after article was first published) Originally published in the Technology section of the TABC website, thanks to Walter Prechsl

Ian Linton (TA3120) Lewes, East Sussex, UK



TD shock absorber link arm bushes

These items do not usually get a great deal of attention.....that is until the MOT tester politely suggests that they need to be changed before he sees the car again.

I have a TD with Girling type shock absorbers, so whether or not these notes apply to other T types, I don't know. The workshop manual covers the replacement and shows a few pictures of the "special tools" being used to insert new bushes into the ends of the arms. Reading the "Moss" T type parts catalogue it talks about new special tools being available for the job. How hard can it be I thought, and ordered new bushes and the tools. The job is actually not too difficult if you have the right equipment but a word of warning.....do not attempt this task unless you have access to a bench press or perhaps, a very substantial drill stand and some one to help you.

Four rubber bushes are required for the job, two for each shock absorber, located at the top and bottom ends of the link arm that attaches the shock to the leaf springs. They are like a donut in shape being wider in diameter than they are long, with a central hole.

As this part of my car has not been apart for many years, I took the precaution of soaking the nuts in Plusgas the night before starting work. Only three bolts need to be undone, the stud securing the link arm to the leaf spring base plate and the two holding the shock absorber to the chassis. I commenced with the offside unit and fortunately it all came apart easily, allowing the whole unit to be lifted on to the work bench. A previous owner had welded a penny washer to the end of link arm where it passes through the bush, presumably to stop it coming slipping out of the bush. This had to be filed away to allow the link arm to be freed from the shocker lever arm. The perished rubber bush was cut out using a sharp knife and the hole then cleaned with fine wet and dry emery paper. The nearside unit was more difficult to take apart as the stud at the lower end of the link arm had seized solid. The only way to remove this was to place a jack under the leaf springs and undo the retaining U bolts to drop off the lower bracket which also holds the link arm stud. The assembly could then be placed in a vice and taken apart.

On paper, the re-assembly looked quite straight forward. The special tools worked well but it did require a considerable amount of force to get the bushes into the open ends of the link arm and shock absorber arm. The instructions suggest using washing up liquid as a lubricant to ease the parts together and this really does help. It was the next stage of inserting the stud and link arm end into the bushes that proved to be difficult. The donut shaped bush had been squashed into the smaller diameter openings of the arms, which in turn closed the hole in the centre of the bush. I struggled to complete three of the four before my cheap bench drill casting shattered. It was at this point I obtained the help of Brian Rainbow who had a bench press. Working together it

only took us ten minutes to get the final link arm into the bush. My thanks to Brian for his generous offer of help.

So why am I boring you all with this tale? Very simply, for anyone who has not done this job before, my mistakes were to under estimate the amount of force required to complete the job, for using equipment that was not up to the task and for not having a second pair of hands to help, as this would have made the task go much easier. Also, I wonder if the inserting the link arm ends into the centre of the bush, could be tackled differently in order to make the job easier. The workshop manual suggests holding the link arm steady so it does not go into the bush at an angle. This is actually quite difficult, as the pressure from the bench press is brought to bear on the corner of the link arm, so its natural tendency is to be pushed off square. A possible alternative method could be, if the link arm is held in a vice with the point facing upwards, the shock absorber arm and bush is then placed over this and the bench press used to push the shocker arm on to the point of the link arm. In theory the link arm should enter the bush square on. A second pair of hands would be essential to tackle the job in this way. This alternative came to mind after completing the job but I was wondering if anyone has tried doing it this way?

Colin Hooper

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THE STORY OF --"Tessa" (A much travelled TD)

1952 MG TD UK Reg. "PSK 786" NOW Australian Reg. "MG 52 TD"

I was built in Abingdon during June 1952. I don't know much about my early life except that I was shipped across the Big Pond to the USA, some 3000? miles.

I am not sure how many previous owners I had there but would love to find out some history of my earlier life. I was built on chassis number TD/17412 and was graced with engine number XPAG TD 2/17827 which I still have to this day.

I was repatriated to my mother country in May 1992 where I ended up in Gloucester. There I was rebuilt, given a new body tub and sprayed Almond Green, which I believe was my original colour. I was not used much during those 9 years as I only travelled 2750 miles according to my speedo and the MOT certificates.

My present owners Rick and Angela Hyde purchased me in 2002. During my time with them I have travelled some virtually trouble free 5000 miles. I was named TESSA by them as that is where the finances came from!! I have been on many MG club outings, the last one being the Welsh Rally in May 2005.

I heard rumours of Australia and in July I was taken to a large warehouse in Daventry called Michael Gerson, whose logo is aptly "MG". I knew then that I would be taken good care of. I was duly loaded into my own 20 foot container and around my wheels were placed metal chocks in order to prevent any sideways or forward movement. I was also lashed down with straps both in front and behind - there was no escaping!



On the 1st August the ship arrived in Sydney and the doors of the container where opened. Although it was still winter there, I was greeted by blue sky and sunshine --no more cold wet days as I had previously experienced. After being



inspected by the Australian Customs and Quarantine Officers who were very thorough on my undercarriage, they decided that although I had been cleaned before the departure, I had to be sent away for steam cleaning (as they are real sticklers for dirt contamination!!)

The cost plus the inspection and

customs valuation was \$500. I was valued by an independent valuer at \$28000 and it was on that figure that the GST is calculated. They take 40% of the independent valuation and then apply 10% of that which is the GST (GST is the same as VAT but only 10% instead of the UK's 17.5%) This worked out to \$1120 and had to be paid before I was released from the Customs.

I was then driven to have my road worthiness test---- BLUE TICKET. = (MOT) This I passed but only when my seat belts had been removed (They were not standard in 1952!!!). Another cost to be incurred is the compulsory "GREEN SLIP" which covers Third Party Insurance amounting to \$230.



A new set of number plates had to be ordered and my new private registration which is now MG-52-TD this was specially chosen----At a cost!!

The breakdown of money paid out was as follows:

Shipping in 20 foot container	#1500.00
Customs inspection, GST & steam cleaning	#476.00
Blue slip	#202.00
Green slip (third party Ins)	#122.00
Regio (Road Tax) & number plates	#138.00
Comprehensive Insurance	#110.00
Total Cost	#2548.00

I am now looking forward to many runs with the Sydney MGCC. The first being a “breakfast run” to a venue called Wiseman’s ferry some 25 miles. This means an early start and a run finishing with breakfast.

I know that Richard would like to thank Rick Sewell, the secretary of the TD Register of Sydney MGCC for his assistance and advice on bringing a classic car over to this side of the world.

“TESSA”

Ed’s Note: For the benefit of our overseas readers, most of whom will not have understood the reference to “TESSA” and “where the finances came from” in the fourth paragraph of page 18, TESSA was a popular **Tax Exempt Special Savings Account** in the UK in the mid 90s. It was popular because you didn’t have to pay tax on the interest earned on savings up to a specified annual limit (everything that moves is taxed in the UK!) so your real rate of return on your savings was higher because it was sheltered from tax. So when Richard and Angela’s TESSA matured they used the proceeds to buy the TD and named the car ‘TESSA’.

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Sealing the Sender Unit

Take a beautifully made petrol tank and cut a two inch diameter hole in it just near the bottom. Then try to seal the hole using a piece of bent metal held in place by six small screws. TA and TB owners will be blissfully unaware of what I'm talking about, the rest will often know to their frustration and cost!

In a previous article I dealt with the rebuilding of the sender unit and remanufacture of the float. I wonder how many people read it and secretly wondered how well this refurbished unit would seal into the tank?

The answer was, "not very well!". The unit works well but leaks copiously, and of course, the more fuel in the tank, the greater the leak. Obvious when you think about it; greater head of liquid hence greater pressure at the bottom, but very annoying when you test the seal with a small amount and then, seeing no appreciable leak, fill the tank, only to find a strong smell of petrol in the garage next morning and a steady drip from the bottom of the tank! Ten or twelve gallons take a lot removing and storing whilst the problem is tackled.

The body of the sender unit is a casting of Mazak type alloy. These are zinc-based alloys for die-casting of fairly intricate shapes. The alloy will have been chosen to give an excellent reproduction of the sender unit body, not for its strength; the weakness of these alloys is one of their disadvantages. When new this would not have been a problem. Sixty years down the track, however, is a different story, as the many letters and enquiries about leaking sender units to various journals will testify.

Originally the flat flange of the sender unit fitted to a flat area of the tank. Machine screws pass through the sender unit flange and skin of the tank and into tapped holes in a support ring secured inside the tank. A gasket evens out any slight blemishes in the matching surfaces and provides a petrol-tight seal.



Over the years, especially if the car is left for any time, moisture may penetrate the gasket which expands. This causes the flange to distort between the machine screws. Petrol can now seep past the gasket. A common answer is to fit a slightly thicker gasket to take up the distortion. However, the softness of the Mazak will result in further distortion of the

flange. Sealing agents may work in the short term, but the scenario referred to in the opening paragraph, sealing the hole with bent metal, won't work in the long term.



Faced with this problem I went back to first principles. Since the Mazak is weak, a strengthening steel ring was turned and drilled to fit over the flange. Carefully, the flange was flattened by gentle tapping with a hammer. Although most of the distortion was removed there was still considerable room for improvement as can be seen in the photograph. The solution

was to turn a flat surface using the lathe.

The sender unit body was mounted in a four-jaw chuck and centred. Great care must be taken as the body may be crushed by the chuck jaws if they are over tightened. Since the body can only be held lightly, fine cuts were removed until a perfectly flat, blemish-free surface was obtained. A total of about 20 'thou. ($\frac{1}{2}$ mm) was removed. If the cuts were too heavy the body could have been



distorted by the chuck or even thrown from the chuck completely. After re-assembling the sender unit it was ready for replacing in the tank. A new gasket and careful tightening of the screws to ensure no distortion and the job is done.



The bubbling of the paint is due to petrol previously having got under the two-pack paint. So far, – no leaks!

© Stephen Rigby

TD0385

The following letter has been received from Derek Gamble:

"I always look forward reading to reading your T-Type notes in "Safety Fast!" and I have been wondering whether my own situation would be of any interest to you and your column...

I live in the Bournemouth area, and have great fun driving in the New Forest and around the Purbeck Hills in my TD. Are there any other members in the area? When not motoring, of great interest is trying to trace the history of the car. It is a MG TD, the chassis no. is TD0385 EXRK and the engine no. XPAG/TD/663. That is, it is the 134th. TD of the 29,664 produced. Apparently, there were 98 produced in 1949 and only 2 of which stayed in the UK. The rest being exported to RHD countries like Malaysia and Borneo, therefore it is one of the few first production TDs to stay in the UK, being first registered on the 4th.January 1950. Are there any older TDs in the UK? Does anyone recognise the chassis/engine numbers? The present registration is VAS 904, and I would love to know the original number. Any information would be greatly appreciated. e-mail : derekgamble@yahoo.co.uk

The photos are at Mudeford Quay with the Isle of Wight & The Needles in the background and the other photo (next page) shows the T Typer's view of a typical New Forest lane in June".

Happy T Typing,

Derek





The T-Typer's view of a typical New Forest lane in June

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I DON'T KNOW WHO YOU KNOW, BUT COULD YOU WRITE A LETTER FOR ME?

(There are not many people around these days who owned a TC from new. Alan Hilton is one of them and in the following article he recalls how he managed to acquire the new model in 1946)

One day, late in 1946, when we were shopping in Canterbury, I called in to Caffyns, the local agents for Rover, Jaguar and MG cars, to make enquiries as to what was happening in the availability of new cars. There was only one person in the sales office and my enquiry as to the possibility of obtaining a new MG was greeted with astonishment, much head shaking and hollow laughter. Eventually, after much discussion, I persuaded him to accept my deposit (I think it was £25 or £50) and he agreed that I would be put onto a list for the new MG TC, that rumour had it was now in production. As he pointed out, the Government were export minded and very few cars would be made available to the home market. He suggested that I contact them again in six month's time to be brought up-to-date with what was happening.

Fate intervened, in that two months later, whilst returning from Dover to the Council Offices in Sandwich, my car, a 1937 Singer Hunter, 'gave up the ghost' and came to a sudden stop. A call out from Eastry Garage confirmed my worst fears. A conrod had broken and knocked out the wall of the cylinder, completely wrecking the engine. The car was hoisted up behind the breakdown truck and towed to Eastry Garage. Phil Burton, the proprietor, later informed me that I needed a new engine and although he would do his best, he had little hope of being able to obtain one.

I eventually borrowed a decrepit old BSA motorbike from the Rating Officer, and in hostile Kentish winter weather, Margaret and I motorcycled from home to the Council Offices and back. The journeys were always eventful in that the BSA invariably overheated and partly seized after five miles. Then we would put it on its stand, sit down by the side of the road and after ten minutes wait it would start up and complete the journey. In desperation I wrote to the MG Car Company at Abingdon, giving them a graphic description of our problems. I did mention that from early childhood I had nursed the ambition to own an MG sports car, that we were newly married, and that I depended very heavily on my car to be able to carry out my job efficiently. Then I put the letter in the post and forgot all about it.

But not for long! Approximately two weeks later, the telephone in my office rang and I picked it up with the usual response, "Hello, Hilton here, can I help you?"

"Is your name Hilton (a pause, then) Alan Hilton?" queried the voice.

“Yes, that’s right.” I replied.

“Well this is the Sales Manger of Caffyns, Canterbury and I don’t know who you know, or how you have done it, but there is a brand new MG TC sports car here in our showroom in Canterbury and it has your name on it.”

“Is this a leg-pull?” I asked.

“It is certainly not, it’s a real live fact”, came the reply, “and I would be very grateful if you don’t tell anyone about this car being in our showrooms, otherwise we are going to have crowds of people wanting to have a look at it.”

Later that day I called around to see Phil Burton at Eastry and asked him to arrange the insurance and licensing of the car. Two days later, Phil took Margaret and I into Canterbury and we parked up outside Caffyns on the Dover Road. Then we went through the large empty showrooms to the office to introduce ourselves to the Sales Manager, who could hardly contain himself and blurted out,

“How the devil did you manage to pull this off?”

I explained what had happened and how I had written to Abingdon, asking for help.

“I think that you had better come here and write letters for us”, was his retort, then after a pause, he continued “come on and I’ll show you what your letter writing has achieved”.

We all marched back across the showrooms to where, hidden behind some screens in the far corner was a brand new, beautiful, black, immaculate MG



TC sports car. There was a silence and we all stood in admiration. I was allowed a quick sit in the driver’s seat. With Margaret trying out the passenger’s and then we all returned to the office to complete the purchase.

One hour later, the screens were removed from around the car, the engine was fired up and it was driven and parked on the road in front of the

showroom. With the documents and receipts safely tucked away in Margaret's handbag, the car and keys were handed over to me and the Hiltons proudly climbed into their car. I did a quick look-over of the controls and gears, started the engine, pushed in the clutch, eased the accelerator, released the hand brake, let out the clutch and drove slowly and carefully past a small group of admiring people, who had gathered around the car when it had first appeared from out of the showroom into the traffic.

I don't think we were really in this world on that fourteen miles return to our cottage in Worth. We laughed and giggled at each other, and waved to the scores of people who waved to us. Soon a line of traffic built up behind us with drivers manoeuvring much too close to our rear end to find out what marque of car it was. Then the cars, with their drivers and passengers gesticulating and waiving to us as they recognised that it was a new MG, drove slowly past us and slowed again to have another look at the front of the car. Eventually, we arrived home and the car was carefully driven into the garage to await the morrow.

We had lots of fun with our car and it rapidly became part of the family. Wherever I parked it, it gathered a group of admirers and I always had difficulty getting away from them with their innumerable questions. Past owners of MGs waylaid me and insisted on telling me all the details of their particular car and the tremendous enjoyment and pleasure that it provided.

I wonder where my old MG TC is now? I do hope that it has survived. The registration number was BJK 679.

Eventually, we had to part company with the car. The family grew in size and we needed more room, so I went back to Caffyns of Canterbury to take delivery of a new MG 'Y' saloon. How I 'wangled' that is another story.....



Ed's note:
The DVLA does not have this car recorded on its database. This is not to say that the car does not exist.

This 'shot' of the car shows the tyre on the 'spare' missing – it was stolen!

Neglect at your PERIL – a tale of TF BRAKES.....

Those who read the article in the September issue of TTT will recall that I promised a follow up to the incident of the rotor arm failure which delayed our arrival at the local Broom (Bedfordshire) 'natter'.

Having had my attention drawn to the fact that the brake light was sticking on, I investigated and came to the conclusion that the fault was intermittent. I therefore decided that I could use the TF for the T Party Saturday tour and the T Party Sunday event at Shuttleworth with relative ease and not have to worry about any drastic action in the interim. However, over that weekend it was clear that intermittent it may be, but with Silverstone and the Autumn Tour looming, action needed to be taken sooner rather than later. In addition, we were due to move house from Bedfordshire to Hampshire just three days after the end of the Autumn Tour. The TF was due to go to the New Forest on the Monday following the Tour and on my return I had a clear day before the packers and removal men descended on us.

Action was therefore needed and upon consulting the Workshop Manual it seemed a relatively simple exercise. Remove floor board and gain access to master cylinder, remove return spring on the clutch pedal, disconnect hydraulic pipes and slip out master cylinder. No problem! The floor boards are accessed after removing the driver's seat, carpets and tunnel cowl over the gearbox. This took longer than the Manual had tended to indicate! The car was put up on axle stands and this enabled the keep plate over the pedal box to be removed. Efforts to remove the clutch spring were eventually abandoned (*I always use a piece of string to pull on the spring Ed*) and instead the split pins and clevis pins were removed from clutch and brake pedals. Disconnection of the brake pipes enabled the master cylinder to be removed.

At this point I realised that I had a major problem on my hands!

The Handbook recommends that those systems using non silicon brake fluid should be drained and fluid replaced every two years. I would have stated quite categorically that I had adhered to this advice, although I may have lapsed by a year recently. Upon consulting my maintenance records it became apparent that four, if not five years had elapsed since I last changed the fluid. It would appear that moisture is absorbed and rusting can subsequently occur – **and how!**

I hope that John can produce photos which will illustrate the 'crud' and 'gunge' that was not only in the cylinder, but also in the system as a whole. (*Well, I would have liked to have done so, but the CD ROM must have had a fault on it because it would not reveal its contents Ed*). Thorough cleaning revealed that there was a score in the main bore of the master cylinder 1/8" to 3/16" wide, by at least 1/2" long and three to five 'thou deep. I attempted

to polish this out (what a hope!) and then fitted some new seals from a repair kit purchased from Brown & Gammons.

Before commencing re-assembly I fitted a new brake light switch, after removing more unwanted rust and 'crud' from this area of the system. A very worthwhile move as it turned out.

Re-assembly, according to the Manual is the reverse of dismantling. However, when laying under the car with the pedal box close to your nose, re-inserting the clevis pin can be somewhat tricky and very much a fiddle. In these circumstances I can say that if there is a wrong way to do it, Parkinson's Law always states that I will try that first! Several attempts to insert the clevis pin, dropping it, retrieving after much fiddling etc., made me realise that something was not quite right. Upon further investigation it was apparent that the fork was offset. Turning it through 180 degrees positioned the thin side of the fork away on the off side, giving more room to insert the pin. Split pins in position, fill up with new fluid, bleed the system – all should be well..... which, at first, it appeared to be. Fortunately I was alone in the garage and such expletives as "District Nurse", "knickers" and "Oh hell, not again!" and the language got stronger. All into the ether and when the assembly fell into place I could not understand why I should be blessed with such a tortuous learning curve.

The Manual states that there should be $\frac{1}{2}$ "of free play before the brake pedal actuates. Two or three brake pedal depressions whilst the car was stationary and then a trip down the road indicated to me that I had at least three times as much free play. Much reviewing of the system, followed by some head scratching, led me to the belief that the seals had rolled. Effectively three days of toil had cured one problem (the sticking brake light), but had revealed another (the master cylinder). Sunday evening and being summoned to supper, I resolved to consider the position over a glass or two of vin rouge.

The logistics of moving (packing three garages with associated car paraphernalia, as well as clearing and packing a similar number of stables) began to exercise my mind. With just over a week to go before Silverstone and with the Autumn Tour to Shifnal looming I resolved to discuss the problem with Ron Gammons. I had previously made up my mind to get a new master cylinder fitted and Ron agreed that with the number of miles I had ahead of me in the next couple of months this was the only sensible solution. He pointed out that I may also need new wheel cylinders, which would escalate the cost, in the end this proved not to be necessary.

Time was not on my side and I have to say that Brown & Gammons came to my rescue. I delivered the car to them on the Tuesday afternoon and the following afternoon they phoned to say that the car was ready for collection.

The following weekend I drove the car to Abingdon for a Committee meeting and it was reassuring to be driving in the knowledge that the complete braking system had been checked out and there was now the 'regulation' half inch of free play in the brake pedal. Some more miles on the clock with Silverstone and the Autumn Tour and the car has behaved superbly. It is now in its new home (as we are).

It has been an expensive lesson in both time and money, which could and should have been avoided, had I checked the maintenance records more thoroughly. I would like to express my thanks to B&G and their staff, who were magnificent in my hour of need.

Be warned, our cherished cars have a way of reminding you that they need regular attention and you neglect them at your peril! At least I now have a spare master cylinder which needs boring and sleeving when I get my new lathe, maybe some time next year!

Happy Motoring, Dennis Barker

Ed's Note: When I had a problem with one of my brake cylinders I thought that I could get away with just renewing the seals, but after I had done so the brake fluid leaked copiously. I came to the conclusion that all the 'crud' and 'gunge' to which Dennis refers was actually stopping the fluid from leaking past the seals – not that this should be a situation to be tolerated! I ended up replacing the master cylinder and all four wheel cylinders (which the poor 'old girl' surely deserved after nearly sixty years on the planet!).

Whilst we are on the subject of master cylinders, Jim Clarke asks the following question:

I noted the nicely painted and restored master cylinder in the most recent T-Type mag (This was included with Ian Linton's article on page 32/33 of the July issue of TTT with the photograph on page 33) {Ed}.

Me, I've never managed to keep any paint on the thing once back and in use on the car! I'd be most grateful if you could pose the question via the mag ' Can anybody advise as to good coating method for a restored TC master cylinder? Paint type or some other finish?'

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BRITISH MOTOR INDUSTRY HERITAGE TRUST

I have often wondered if the records which are held by BMIHT differ from those held by the Register. The following letter, of 1981 vintage from the then Archivist, Anders Ditlev Clausager, to Chris Royle, a former TD/TF Registrar, confirms that they are probably one and the same. Despite what is said about engine numbers, we do in fact know which engine number was fitted to the relevant car for all models.

"Thank you for your letter of 4th January 1981 concerning Production Records for TD/TF models.

With the recent closure of the MG Plant at Abingdon, we were given the Production Records and now hold complete records for all Abingdon built vehicles from approximately 1953 to 1970; the records for the later cars will be transferred to us in due course, but they are temporarily retained at Cowley in accordance with the requirement that Manufacturers must keep records of vehicles of less than 10 years. Just before Christmas I sent a circular to the interested clubs, including the MG Car Club, informing them of the records we hold and I asked Peter Tipton of the MGCC to publish the list in "Safety Fast!" We can service enquiries concerning individual car numbers at £2 per number, but we have decided to reduce the fee to members of approved car clubs, including the MGCC, to £1 per number.

The records we now hold contain the complete records for the TF. However, I am afraid that we have no detailed records for the earlier cars, only a set of records giving annual production of the various models from 1945 onwards (such as was published in Graham Robson's book *The T-Series MGs – A Collector's Guide*). I fear that the earlier records (for TC, TD, YA, YT, YB, as well as the RM Series Rileys) were scrapped many years ago, possibly while John Thornley and Wilson McComb were still at Abingdon and I wonder if either of these gentlemen may be able to suggest what happened to them? I understand that some records are on permanent loan with the MGCC in Boston, Lincs., but I suspect these are mainly the Triple-M and TA/TB records.

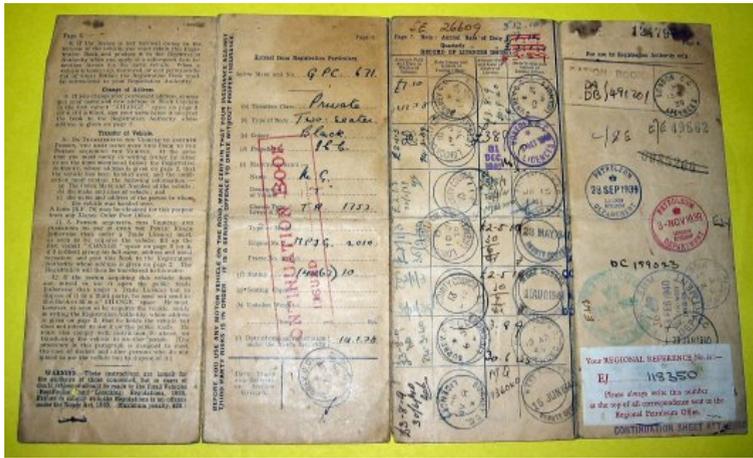
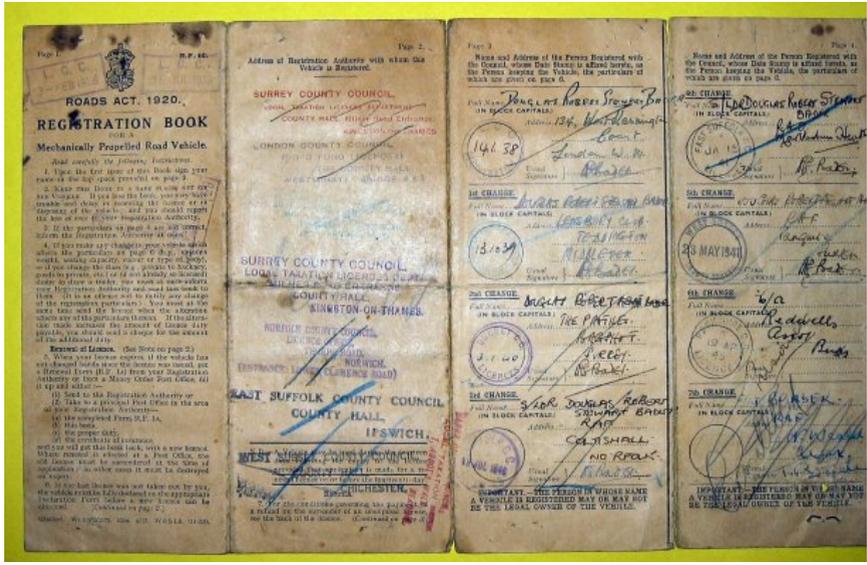
The TF records contain such information as date of build, original colours, type of wheel fitted and an indication of specification, such as whether RHD, LHD or North American specification. However, engine numbers are not quoted, nor names of original dealers. Going by later MG practice, I think there might have been a separate engine record book correlating engine and chassis numbers, also a record book of home sales correlating chassis numbers, invoice numbers and dealers; but it would seem that these records have also been lost.

I shall look forward to receiving chassis number enquiries from you and from other members of the T-Type Register. Should you wish to visit us to examine the records, I should be very happy to meet you in person."

Totally T-Type, November 2005 31

Log Book found for Douglas Bader's TA.....

The original log book for Douglas Bader's TA has turned up. The car, chassis number TA1753, engine number MPJG 2010 was first registered on 14th January, 1938 as GPC 671. The log book is with Jeremy Curzon of Cheffins Vintage Department (01223 213777). It is being offered for sale on 26th January, 2006 and the estimate is between £200 and £300.



All we need to do now is to find the car! It is recorded on the Register but as "Owner unknown".

A PRESIDENT'S PROGRESS in a T-TYPE

There I was, quietly eating breakfast and casually glancing at the latest Su Doku when she said "I've been thinking" . Silently sighing and wondering what crazy scheme she had thought of this time, I put down the paper and dutifully gave her my undivided attention. " You see" she began " I have been President of the Mothers' Union (MU) in Hereford Diocese for almost a year and I really ought to visit all the branches, meet the members and generally increase awareness..." . I knew already there would be no stopping her now, the best plan would be to let her "rabbit" on and hope she would let me get on with the puzzle.

Suddenly I realised that I would also have to get involved in her latest scheme. She had decided that we could do a "Sponsored Drive" in our 1946 MGTC so we could also raise some money for the organisation. Well, I thought, this might be an interesting challenge and agreed to get involved. Hereford Diocese is huge and needless to say there are MU branches in forty parishes from Dixton and Wyesham in the south, Tuckhill in the east, Ford in the north and Churchstoke in the west. So using "Autoroute" I managed to plot a circular drive covering some 290 miles. Estimating we could travel at 30 mph, I calculated that if we allowed for chatter, coffee, lunch and tea we might complete the route in around fourteen hours. I was delighted when fellow Wye Valley Natter members Vic and Sandra Lockley, who have a 1938 MGTA, offered to come along with us. I thought that if the TC broke down, especially if it was a very hot day, we would at least be able to ensure that Freda would complete the route.



So on a misty Wednesday morning in August, we set off at 7am on what proved to be an amazing drive. I always knew that we lived in a glorious part of the country but on this trip, through Herefordshire, a little of Worcestershire, Shropshire, a short visit to Wales, I was not disappointed. We had wonderful views over Clee Hill, drove along the Wenlock Ridge, down the Hope Valley, passed through the Black and White Villages and on through the Golden Valley and ending our trip in the Wye Valley. Everywhere we went MU members were waiting for us, some with flags others with banners and balloons, all delighted to see us and so generous with their sponsorship. We had coffee in Leominster, lunch at Bridgnorth, tea at Bishops Castle and supper in Ross. At the time of writing we have already raised well over £1000 to be divided between the Hereford Diocesan MU's Away from it All Holiday Scheme and the MU Overseas Fund. The holiday scheme sounds really good, they pay for holidays for families who would not be able to afford them themselves. Overseas, the organisation finances many income generating projects and generally supports families.



For once this was one of her better ideas, it was good fun and both cars behaved really well. Freda was interviewed on the local radio and clips of the broadcast were played on the news bulletins throughout the day. So I think several of those drivers who waved and flashed their lights at us knew all about our plans unless of course it was something to do with the driving!

Terry Davies

BITS & PIECES.....

Practical Skills Workshop – Letters of thanks

The Editor is aware that Organiser, Graham Brown, received several letters of thanks either by e-mail or hard copy. One, which has come my way, about which Graham may not be aware, is from Colin Hooper and to my mind it sums up the success of the event perfectly:

Many thanks must go to Graham Brown for organising the T-Type Practical Skills Workshop. It was a most enjoyable day and very helpful indeed. Peter Edney's superb workshop was a great venue to hold the event, plus the enthusiasm and clear instruction from Peter, George, Carl, Ian and Walter made the day fly past all too quickly. Finally, I would like to pass on thanks from everyone at the workshop to the "domestic management" who provided endless cups of tea, coffee and cakes plus a wonderful lunch. I certainly didn't need dinner when I got home, I was so well fed. Now I am looking forward to next years PSW.

Colin also sent in the following recommendation for carburettor rebuilding:

SU Carburettor Rebuilding

I would like to recommend Ed Biddle of EB Engineering for anyone who might be considering having their carburettors rebuilt. He completely refurbished my TD's SUs earlier this year and they came back looking and working like new. The specialist service he provides is first class and considerably cheaper than some of the better known providers in this field. His contact details are: Address: 246 Wells Road, Malvern Wells, Worcestershire WR14 4HD. Phone: 01684 577564.

TD Body and Upholstery Colours

The Editor was fortunate to have some TD Sales Brochures, which had been kindly loaned by Ian Ailes, to answer a query from John Denton about the colour "Silver Streak Grey". John had been told that this colour might have been a non-standard one but perusal of Sales Brochure NEL 158 (B) confirmed that it replaced Clipper Blue (probably in late 1952/early 1953). It also seems that by this time, beige was discontinued as an upholstery colour.

Early TD Body/upholstery colours were: Black with red, beige or green. M.G. Red with red or beige. Almond Green with beige. Ivory with red or green and Clipper Blue with beige.

Later colours were: Black with red or green. M.G. Red with red. Woodland Green with green. Ivory with red or green and Silver Streak Grey with red. Note the complete lack of beige upholstery with the later colours.

TA/B/C Brake Drums By the time you read this the new brake drums should be ready. I'll contact those who have expressed an interest by 27th November.

CARS FOR SALE

1955 TF Chassis number TF9203, T Register number 9034. Red with black upholstery. Louvred bonnets with original bonnets available. This was Malcolm Hogg's road car with fully balanced 1500cc engine and high ratio back axle, built from the chassis up and an extremely well sorted TF. £17,500 firm. Serious enquiries only please to John James jj@octagon.fsbusiness.co.uk or telephone 0117 986 4224.



1937 TA, with XPAG engine. "Black Pig" seeks new owner. After 42 years the custodian has failed his "MOT". Chassis-up rebuild 1993. Bearings, trunnions, springs & gaiters, brakes, steering: all standard spec. New body frame 1990. Original radiator recored to XPAG. Original bonnet, doors, scuttle top, rear wings. Original front wings repaired, current wings are 'Cracker' trials pattern.. Platings: nickel. Bench seat. No carpets or interior trim. XPAG 1350cc Stage 2 unleaded head. Standard TB gearbox. New fuel tank 1999. 8/39 axle fitted 2003. Original 19"centre spoke 1938 pattern wheels. Dunlop 4.50x19 front. Dunlop 4.75x19 rear. This car had 12 hp engine originally fitted by Cresta Motors in 1937; this was changed in 1963. £12,000 or offer. Allan Scott 01403 259780 (Sussex) or Tblackpig@aol.com Also for sale bare TA chassis. No axles. In need of repair. Offers.

SPARES FOR SALE

Late TA/TB petrol tank in sound condition, bottom appears OK! Could also fit TC, £90. TC prop shaft, needs cleaning up but looks sound, £30. Pair TC inner wheel arches new, £40. Y type air cleaner ducting, £10. TF, pair of leaf springs, new still boxed with rubber bushes & mounting rubbers, £60. TC, pair original doors, repairable or use for patterns, £20. TABC set four brake drums in good condition, £80.

Call Mark 0208 859 3780 London / Kent area.

TC wheels. Set of 4 with tyres and tubes. Few broken spokes but new replacement ones supplied. £100. 01932 250963 (Surrey) E-mail greenfinches@freeuk.com

T & Y type spares needing good homes: Contact Colin Biles, 1 Copenacre, Upper Minety, Malmesbury, Wilts. SN16 9PR. Tel/fax; 01 666 860 231 Email colinbiles@yahoo.co.uk Prices are 'asked for' so a degree of arm twisting is expected ! If you email me, I can send you a picture of the item. Postage /

Carriage	Extra	£
Steering box bracket to chassis TB/TC part no: S107.....	NEW	35
X 2 Comp spec (almost new) 18" wheels 60 spokes, 3" rims, cntr laced	PAIR	430
Purlator oil filter canister.....		25
X 2 Diff carrier new bearings TA, TB, TC, TD, TF marked.....	'7207'.....PAIR	16
Starter motor bearing marked LJ5 / 8.....	NEW	5
X 2 New bearings marked 6301 not sure what they are.....	PAIR	8
X 2 New bearings ditto EE6 also a mystery.....	PAIR	8
X 2 Braided s/s fuel pipes. 11" long ends are BSP to BSP.....	PAIR	10
X 2 ditto 8 ½" ditto BSP to carb Banjo.....	PAIR	10
X 2 Ignition contact breaker sets new :1 is DSB 123C, 1 is 2250 each	NEW	3
5 lit Castrol D140 gear oil.....	NEW	12
X 2 cans of 1 gal each, Castrol XXL 40.....	each NEW	12
Y type Rear seat leather central arm rest cw mounting brackets		
red but could be dyed..		10
X 2 Lucas headlamp glass lens cw chrome rim TA, TB, TC vgc	PAIR	25
X 2 Headlamp reducer chrome rims 8 5/8" down to 7".....	PAIR	8
X 2 Reflector units(171-130) vg chrome but no sockets..TA, TB, TC	PAIR	10
1 Regulator / Control box 9 post marked RF 96 / 2 12v.....		5
Starting handle..... tatty, but would get you going again.....		1
OTHER ITEMS OF INTEREST:		
Brass Grease gun...'Enols Autoram'.....		15
Brass Pyrene 'One Quart' fire extinguisher.....		10
Styrup type tyre inflator pump....needs a hose and valve.....		6
X 4 early Lucas suppressors in their boxes. Marked 78107A.....	SET	24
Runbaken HT Oil Coil has a glass body....12v		25
J2 / L2 Full set of original swept wings in vgc	offers / enquiries please.	
J2 original Lucas distributor in full working order.Body is marked "J2 DKHXA".		85
J2 Exhaust manifold.....		55
Ford E 93 W Steering column cw steering wheel and drop arm.....		45
Ford 10 bell housing.....		25
Gearbox main shaft. Wolsley type 10 splines : 1" dia 7 ½ " long... .		25
Gearbox main shaft ditto 10 splines 7/8" dia 7 3/8" long... 25		

Lucas 4VRA magneto – this has the same correct advance curve as the original distributor. It replaces the coil and distributor and any faulty battery. Mentioned in Special Tuning Equipment for XPAG engines (page 446) – probably suit older 4 cyl. MG engines. Gives a very good spark VGC £60. 1 x petrol pump in good working order and has been checked £25. Pair of 1½ " SU carbs, nearly complete £60. Pair of 1¼" SU carbs, all complete and coupled together – good condition £100. Voltage control unit for TD/TF, checked over and adjusted £15. Other small MG spares, please enquire. Bill Tonks 01429 838683 (Also available – Sierra 5-speed g'boxes, as taken out, approx. £80).

WANTED

Wanted distributor for TD, early type D2A4, no. 40162 or equivalent. Tel: 01630 653973 (Keith Hodder, Shropshire) or e-mail hoddmill@luna.co.uk

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