TREGISTER

Totally T-Type

ISSUE 18 NOVEMBER 2006

George Young with John Morgan's TC before setting off for his 80th Birthday ride (see Editorial)

www.tregister.org

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THE EDITOR

Welcome to Issue 18! Well, I've survived 18 issues, and here's to the next 32! - that is, if the Committee are happy for me to carry on and I don't 'fall off my perch' in the next five years – I'll keep taking the tablets!

The front cover has a nice little story attached to it and demonstrates how the Register, helped by the South East Centre of the MG Car Club, is always pleased to help. The background to George Young having a ride in a TC to celebrate his 80th Birthday is that his son, Mike, contacted Register Secretary, Chris Sundt to see if we could help. Chris contacted the S.E. Centre (as George lives in South East London) and Register and S.E. Centre member, John Morgan, duly obliged. John continues the story….." George had always wanted an MG similar to the TC in the early fifties, but with the family arriving and with garaging space at a premium, it meant that the ownership of an MG was not to be. Having thoroughly enjoyed our drive, I'm sure we will see him at one or other of the Club's events as I explained that he didn't have to own an MG to come and join in the fun"

We have a lot to cover in this Issue, so I'm going to keep this editorial to this page only and not bore you with my prattle. However, if I say nothing else, I must draw your attention to the renewal form, which is enclosed with this magazine. Please do not put it to one side and forget it (this might well have been the "pot calling the kettle black", except that I have already paid my 2007 subscription) – do it now and then it's done! Last year, I spent quite a bit of time, issuing reminders – time I haven't got – especially if I want to finish the J2 and put the TC back together.

Christmas Greetings to you if you celebrate Christmas and a peaceful New Year. If only the camaraderie that exists between T-Type owners worldwide extended more generally, the world would be a better place.

JOHN JAMES

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T REGISTER NEWS (Compiled by John James)

PAST EVENTS

PRACTICAL SKILLS WORKSHOP HELD IN SEPTEMBER

Mild September weather ensured a good turnout of T-Types

Some of the cars in Peter's period style Showroom, some for sale, some awaiting servicing/repairs

Held at the premises pf Peter Edney Classic and Sports Car for the second year running, the Practical Skills Workshop was hailed a great success by those attending, including two visitors from California! Mark Whitchurch was attending his first Practical Skills Workshop and obligingly penned, as a 'new boy', his view of the proceedings as follows……

"I approached this year's 'T' Register T-Type Rebuild Workshop from a different angle to most. I had just finished the restoration of my T-Type [1946 MG TC] a job that I am proud to say was a single handed effort, albeit for the professional spray job. So why, you say, did I sign up for the Practical Skills Workshop?

As a Ferrari owning friend told me, anyone can build a car, but getting it running to perfection is a different matter. Sure an MG is a relative Meccano set compared to an exotic Italian thoroughbred, but the same principles still apply. Tuning, fuel, brakes, axle alignment, all areas covered by the workshop, transform a garage queen into a Continent crossing dream.

I hear that previous workshops had been held in Bristol, a short trip for me and the TC, however this year's lessons in MG fettling were to be held in Peter Edney's workshops near Stansted Airport, so a modern monster was my transport. I did feel embarrassed turning up in a BMW, not one of the most allied marques to MG. I did receive an e-mail from a chap who had driven his TA, from Wales to the event; hats off to you!

Military organisation saw me parked well out of the way, bacon buttie and a mug of coffee thrust into my hands. As the clock struck 9.30 Graham Brown called for order and the day was off. Cooling and oil circulation was my first session, held by Peter Edney himself. I'm sure I asked too many questions, but I am certain they must have been on the tip of tongue of other would-be restorers in my group of seven. I now know that my block's waterways are full of 60 year old crud and that my sump is not from a TC. What it is from is another matter! I know a Kenlowe fan will fit a TC and that with a few racing mods, and a few £,£££s exchanged with the friendly Mr Edney junior, my car will run more efficiently and won't drop oil all over my garage floor. That character I keep telling myself.

Following more coffee, served by Graham's wife and co-volunteers [thank you very much!] Carburettor tuning was next in line. The bane of my restoration, I was keen to listen and learn, and learn I did. Once home and using my new found skills, my car is now running like a baby, touch wood! Again aimed at the technically illiterate all of us took away key information on how a TC should run and sound.

Lunch followed, a wonderful spread and the chance to chat and view the array of T-Types that had made the trip to Peter Edney's superbly presented workshops. Maximising our time, we soon headed back to the next master class; tuning. Okay I must admit I had cheated here, helpful MGCC South West member, John Burton, had kindly tuned my car the previous week and had shown me the ropes. Thus I was a happy volunteer to demonstrate distributor adjustment and setting the points. I am pleased to say that with expert training we were soon all on the ball, hoping to prevent that breakdown on a cold wet night in the middle of no-where.

Next, brakes and suspension. Again, an informative Q&A session, which confirmed to most of us that we were safe and true. I do confess to flagging at this point of the day, a long drive in the morning and with the M25 yet to battle, I passed on the last session and said my thanks and goodbyes. I do hope my front axle is on the right way, but guess that I will have to wait until next year to find out."

(Words by Mark Whitchurch, photos by Mike Lamb and John James).

Technician, Walter, strips down a carburettor, whilst Peter Edney fields a question on engine seals

George Edney discusses front axle problems, whilst Technician, Carl, fields a question underneath Mike Bowyer's TC

Peter Edney's rear main oil seal conversion (see advert on inside front cover). Participants take a breather and swop T-Type stories.

FUTURE EVENTS

1. 'Rebuild 2007' The firm date is Sunday, 11th March and the venue is Ernulf Community College, St Neots, Cambridgeshire. Full details will be published in February's "Safety Fast!" T-Type Notes and also in January's TTT. Topics for 'Rebuild' are slowly emerging and one session for the beam axle cars will be the Bishop Cam steering box (presented by Eric Worpe). It is some time since we had a presentation on Electrics, so this might well feature in the proceedings. If you would like to suggest a topic for consideration, please send an e-mail to jj@octagon.fsbusiness.co.uk or phone 0117 986 4224. I have quoted my contact details because 'Rebuild' organiser, Peter Cole, has just moved house and he is still unpacking boxes.

2. **'T' Register Trip to France** Organiser, Roy Ingleton, has been extremely busy with planning the trip and has sent me details of the current state of play. These are sufficient to enable you to decide whether you wish to register your interest in participating and are published below. First though, you might like to see a photo of the hotel, which has been 'lifted' from its website www.ranconniere.fr

T Types Tasting the "Trou Normand"

The story so far ……..

Accommodation: A provisional booking for 20 rooms at the Ferme de La Rançonnière, Crepon, has been confirmed as follows:

Two nights' bed & breakfast for the nights of:

Friday, 11 May and Saturday, 12 May 2007

Two nights bed, breakfast and evening meal for:

Sunday, 13 May and Monday, 14 May, 2007.

(The dinner on the last night being from the hotel's "gastronomic" menu).

Cost: The two nights B&B are at €65 per person per night and the two night's half board at €80, plus €10 supplement for the "gastronomic" meal.

The total hotel cost will therefore be €300 per person.

Participants will be required to pay their bill direct to the hotel in full.

Additional cost will therefore be lunches every day, plus dinner on the first two nights, all of which will be met by participants direct, as it will be difficult to organise these meals for the whole party of 40+ persons. There will also be an entry fee of £30 to cover miscellaneous expense items, such as entrance fees etc.

Travel to and from Normandy

The most direct route, which saves travel through France is from Portsmouth to Caen, but much depends on where people live in the UK as to the Port used. The logistics of organising a party booking for the Portsmouth route militate against this so those going on the tour will need to organise their own ferry booking.

Routes through Normandy

There are a number of recognised and recommended tours in Calvados (which is the area of Normandy we will be visiting) which include:

(a) The D Day landing beaches and Pegasus Bridge.

(b) The Cider and Calvados route (with possibility of tastings!)

(c) The Suisse Normande, renowned for the beauty of the scenery.

All these are a comfortable distance from the hotel and the actual routes are not too long, making for an easy and enjoyable day.

A further run could be arranged if desired (perhaps specifically to Bayeux) but there is a lot to pack in within the time and the intention is to leave one day for people to "do their own thing".

There will not be a formal Roadbook.

Expressions of Interest are Now Required

Please e-mail Roy Ingleton at roy.ingleton@tiscali.co.uk or telephone 01622 762 039. It is inevitable that demand will exceed supply so in deciding how to allocate places, due account will be taken both of the timeliness of responses and whether intending participants have previously taken their T-Type on a Continental Tour. If you have not been abroad before with your T-Type, please mention this when expressing an interest in the Tour.

Roy Ingleton

3. Autumn Tour 2007 Next year's Autumn Tour will be based on The Chichester Park Hotel www.chichesterparkhotel.com The date is 7th/8th/9th September. Further details will be published in January's "Safety Fast!" T-Type Newsletter and also in January's TTT.

4. **Practical Skills Workshop** Due to the number of events which are held at the end of the season in September, it is likely that the Practical Skills Workshop will be held sometime in October.

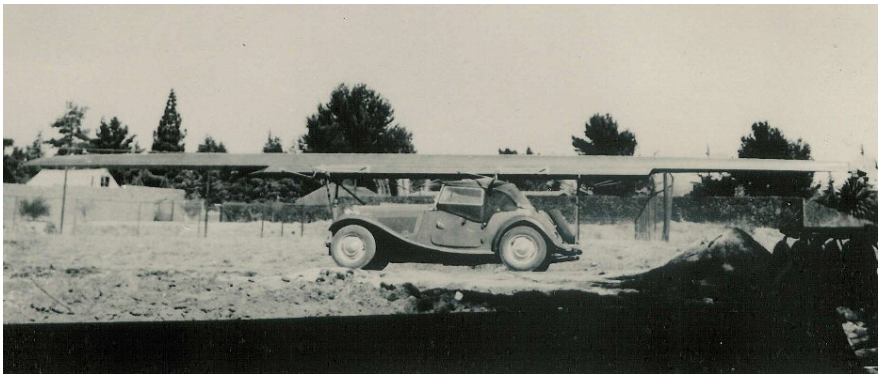
YOU CAN DO IT IN AN M.G.!

Joe Gates from South Africa has sent me the following:

"Co-member of MGCC Johannesburg Centre and keen rower, Henry Watermayer, showed me the attached picture which I asked him to send to me so I could on-send it to you. Interesting use of a TD as boat carrier!

According to Henry, Thor is the name of the boat which was being rowed by the Wits University Boat Club in the early 1960s. It had a wooden shell and was very much state of art. These boats were approximately 40 foot long and weighed quite a lot more than 50 Kg, no small load for a TD! John Shaw, the driver (now aged 80 and still an active rower), apparently had to have an escort to ensure that he could cross roads etc. The photo has hung in the Viking Rowing Club house, shared with the Wits Boat Club, and this photo has hung there for decades. The caption on the picture Henry showed me read: -

In July 1961 John Shaw, a student at Wits University, used his 1950 MG TD to carry this 4 seater rowing boat from Wemmer Pan, south of Johannesburg, to the Riviera Hotel on the Vaal River for the annual intervarsity rowing regatta.



HOW TO STOP WORRYING ABOUT YOUR BANK BALANCE AND LOVE YOUR M.G. (or HOW TO SPEND LOADS OF MONEY FINDING A COUPLE OF PENCE ITEM WRONG).

I finished the rebuild of my 1939 MGTB (ex police car) in April intending to use it throughout that glorious summer we have just had, but on the very first run after about 15 miles it developed a very serious loss of power and sort of misfire, rather like the old Minis did when you got water on the distributor.

So first thought was OK electrical, so on went new coil, points, cap, leads, contact-breakers, plugs etc one after the other trying to cure the problem. This led to noticing that I had inherited with the car a TA distributor which to my knowledge has a different advance curve.

I ordered a modern replacement from Ron Gammons, along with new leads and plugs with high expectations. It was fitted with timing checked and yes, you are right - NO difference at all.

OK, so moving on the next thought was fuel evaporation (a common fault) so a piece of stainless steel about 2mm thick was shaped and cut to fit and boy did it look the business and yes, you are right again - NO difference .

I was getting desperate by now as I was missing the summer and no further ahead.

When I restored all the engine bits, I did not bother with the valves and guides. They were worn, but, as always, it's something that you make do with, so I assumed that the guides were letting too much oil in to the bore, fouling things up (it did burn a lot of smoke). So, OK, the head was taken off with intentions of new valves/guides.

I ordered these from Moss, very quick service I might add, the old guides knocked out with the minimum of trouble so into the fridge and oven went the guides and head but when it came to it they would not go in to the head at all I tried a press, a G-clamp, heavy hammer anything, after ruining two guides I started from scratch and checked the valve guide hole in the head and the valve guide OD and found that there was at least 1 to 2 'thou the thicker on the guides.

To Moss's credit although they checked with the USA who assured them they do fit they took the goods back and refunded me the next day.

So where next? I had used Peter Edney for a re-grind and shells on the crank so I dropped the head off to him for all the work explaining about the guides. At that time he noticed that the head was modified to stage 2 for competition work.

The head was finished and picked up last week, the next day I excitedly fitted it with new gaskets and other goodies. Time for a road trip at last, nearly 6 months after the first problem, and yes yet again you have guessed it NO difference at all. If anyone had made me an offer on Sunday I would have considered it.

OK, start again at the root. Fuel pump working OK, yes, good flow when operating into a bucket yes, next the new feed pipes to carbs, yes, good flow to the banjo bolts, fuel filters not blocked, check the level in the bowl (carbs rebuilt with kit including new floats), right hand bowl level low so held bowl top above bowl to fill it up switched on pump and "NO" fuel came through, shook the cap and still no fuel.

Switched off the pump took off both banjo bolts and caps and turned them upside down to see why, all present and correct including new needles and housings the needles were made in plastic with steel inserts. Checked flow again and even against the fuel pump pressure (not a lot from a SU pump) and gravity the needle was not dropping down allowing fuel to flow in to the bowl.

I happened to keep all the old parts including the original all steel needle and housings which will drop with gravity and pressure, popped those in and went for a spin, AAAAAAAAAAANd yes you are right yet again SWEET AS A NUT.

All that time, effort, money, stress and missed summer all down to a few pence items I can't describe how I feel now.

So the parable is if it ain't broke don't replace, it if it is broke replace it with an exact replica of the original not some modern idea i.e. **KISS K**eep **I**t **S**tupidly **S**imple.

The car now goes like it should with a stage 2 head, it's stopping it or going round corners that the problem is now, going down my local country lanes. That's this winter's project to put on a rack and pinion rack (no 'anoraks' please) to make is safe to enjoy.

Hope that all you MG men enjoyed my tribulations and have perhaps been down this sort of avenue yourselves.

Regards To All

Richard Woollett richard.woollett@tesco.net

Ed's Note:

You may remember that Richard's TB appeared on the front cover of the May 2005 Issue of "Totally T-Type". Richard bought the car as a "basket case". In its previous life it had spent time in the USA, and then came back to the UK, where its owner probably found the restoration costs and work involved just too much and sold it to Ron Gammons (of Brown and Gammons). Richard bought it from Ron and was delighted to learn that the car was an ex-Kent Police car. He set about

the restoration in October, 2004 and I was delighted to receive an e-mail from him in February of the year, which read as follows:

"Hi John Finished the TB thought you may like a' pic' for the mag Regards, Dick".

With keen anticipation I opened the e-mail attachment, to find (with some amusement) the picture *(below left).*

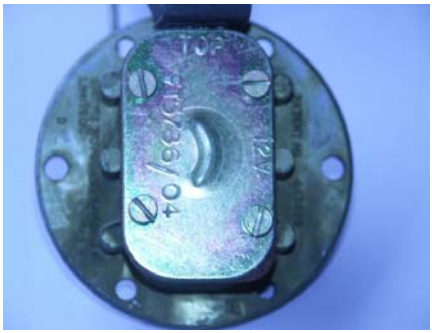
The "proper" finished article (completed April, 2006) is pictured *(below right).*

As the cylinder head on GKL 70 had been modified and telescopic dampers fitted at one time Richard wondered if anyone remembers this car competing in the UK or USA?

A CURE FOR INCONTINENCE (or more on leaking petrol tank sender units)

It was my granddaughter who forced me to stop ignoring the petrol leak from the sender unit, with the words “It smells of lots of petrol in this garage, Grandpa !”, she shamed me into action.

I had heard tales of how difficult it was to seal the unit to the tank, so I was not looking forward to an easy job, but close inspection revealed that the petrol was not leaking from the sender mounting, but from the small plate attached to the rear of the unit by 3 screws (other, probably later, units have 4). Having lowered the fuel level in the tank by use of the petrol pump - on my car the tank drain plug is awkwardly placed over the chassis cross-member - I unscrewed the plate screws to find the 50 year-old gasket *(see photo on the right)* was feeling its age, and sorely in need of replacement. I made a replacement from cork gasket material about 1/16 in. thick; the shape is not critical, so long as the holes for the screws are properly located and the gasket matches the plate dimensions, there is no need for any central cut-out. With the gasket in place and the plate re-attached to the unit, a petrol-tight joint was easily made, and the unit good again.



If your sender has the 4 screw plate *(as per the photo, above right)*, you may find the procedure slightly more difficult, since it may be that the top left hand screw is positioned under the spare-wheel mounting bracket, although the extra screw should make a better-engineered joint.

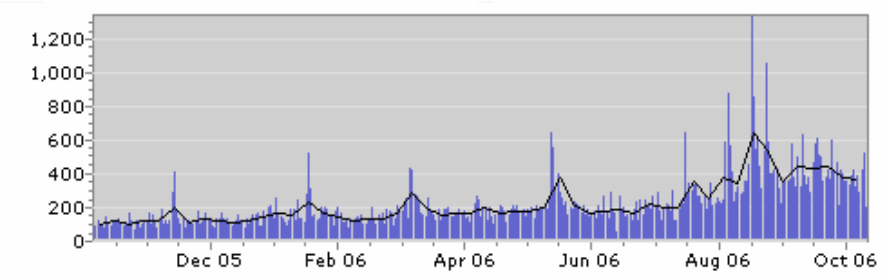
Paul Rundell.

Website Report for T Register Committee Meeting

(The following report was prepared for the October 2006 'T' Register Committee Meeting by Webmaster, Steve James. I thought it may be of general interest to TTT readers).

Current Situation

2006 has seen an explosion of interest in the 'T' Register's website, www.tregister.org. We are currently running at an average of 400 "sessions" per day, *four times* the number we were receiving in January of this year:



This has mainly been due to a number of enhancements that have been written over the course of the year.

The **Totally T-Type Index** link provides a searchable online reference to ***Totally T-Type***, allowing visitors to quickly list articles relevant to their search from all back issues of ***Totally T-Type*** and display them online in a single click.

The **Production Records** link provides a list of the Abingdon Factory records for the TA, TB, TC and TF (TD pending data entry) searchable by chassis number, returning a customised period-style image of the car's chassis number, engine number and build date.

The **T Register Online** link lists select details of the 10,000+ T-Types gathered by the Registrars. Searchable by chassis number, licence number, model, bodywork or country, it displays a customised, period-style image of a T-Type's details, along with a photo, if available. Owners have the ability to notify the Registrars of details of their T-Type and upload a photo to display against their record.

In addition to these new features, the old areas of the site have continued to thrive. Chris Tinker has kept the **T Racing** area fresh with racing reports and results, and the '**Cars For Sale'** section has seen a flurry of interest, with cars being sold through the website. The Cars and Spares sections have been recently enhanced by showing boxes of relevant filtered searches for T-Type cars and spares on eBay UK and USA.

I have also been quietly building links with other MG sites, especially with T-Type Clubs in North America and Australia, informing them of the new services

www.tregister.org offers. It has raised awareness of the 'T' Register abroad, and as a result many new sites are linking to us, making us the number 1 link in google for "mg t type" and top five or top ten for many other similar searches.

The result of all this is that I believe that the above enhancements and networking, along with ***Totally T-Type***, have significantly helped to enhance the reputation of the 'T' Register worldwide.

The Future

The new enhancements have generated a lot of constructive feedback, particularly from the Registrars regarding **T Register Online**. I have taken on board the suggestions and will be enhancing the site to include their recommendations.

Work on the "behind the scenes" part of the Online Register is underway. This part will take updated Excel spreadsheets from the Registrars and automatically update the T Register Online database with any changes that have been recorded.

When the TD Production Records have been typed up by Roger Furneaux they will be added to the site to complete the Production Records section. There has been strong interest in the TD factory records, and the addition of these to the site will cause another surge in interest and traffic to www.tregister.org

Ed's Note: Steve (pictured opposite 'kitted out' in his home-made Optimus Prime 'gear', which he wore to a Halloween Party) will be relinquishing the 'post' of Webmaster early in 2007.

Fortunately, we have managed to find an equally qualified replacement (what would we do without our sons and daughters!) and I will be introducing him just as soon as the handover is complete.

It goes without saying that the Register is very grateful to Steve for designing the first version of the website in 2003/2004 and the updated version in 2005, which, with all the recent enhancements, has been so successful. You can find out a little more about Optimus Prime by clicking the link

http://en.wikipedia.org/wiki/Optimus_Prime

“THEN AND NOW!”

Pictured opposite are “then and now” examples of TD17571 (Register No. 9218), which is owned by Malcolm Purvis in South West France. Malcolm bought the car on EBAY and it was shipped to France from the USA in 2004. Little is known about the history of the car. It was last registered in Pennsylvania 1971 as 801 13 S.

Apart from usual suspension/ brake/body work renewal/refurbishment, the engine was rebuilt with recon crank, new cylinder sleeves, Peter Edney ported head and new cam etc and gearbox with new 1st/2nd gear. Malcolm says that the XPAG Engine and TD/TF Gearbox videos, supplied by the Register were “absolutely indispensable”.

TD17571was finally registered in France in the first week of August. It passed the "controle technique" (the French equivalent of the UK Ministry of Transport Test {MOT} without any mention (the French call this "vierge”!) The car is now registered as a "voiture de collection" which currently means that the car does not ever have to pass an MOT again. However, if Malcolm wishes to travel outside of his department and its adjoining departments he has to mail a coupon to alert the "Prefecture". All this will change in 2007 when France (finally) moves to a European system of registration which resides with the car and not the owner as now. Then, a car “en carte de collection” will no longer be restricted on travel but will have to pass an MOT - but only every 5 years!

Malcolm participated with the car in its first French car event on 5th August and showed the flag (or two!).

More on my Distributor — "Jim" Reeve (TD)

In September's TTT, "Jim" reported on the suspected arrival of a Lucas distributor virus in North Wiltshire. In this follow up article he explains how it has been banished…….at least on his TD!

Isn't it strange how some things just balloon? There I was, quite happy with the way things were (on the distributor/ ignition timing front at least) when the troubles of the last submission happened and now I have ended up as something of an 'anorak' on the topic (remember the corroded contacts?).

Where to start? Well, with the help of a Lucas Distributor from a 1275 Midget, and the web site of a Canadian gent by the name of Marcel Chichak, I have proven to my own satisfaction that the advice of those much more knowledgeable than me, that a Lucas 25D distributor from a 1275 Midget works well on our cars, is indeed sound. So it should, as the specifications show that when both are set to the same "static" they start off the same with the more modern one giving a couple of extra degrees advance by their peaks at about 4000rpm. Not only that, but it seems it is a pretty good copy of the oft quoted "ideal" unit for modern fuels, the Lucas 23D from an early Mini Cooper S (which has a maximum advance a few degrees more by its 5500rpm peak).

Going back a bit, just after penning my last rambling I experimented with some variations of the "static" advance setting. I found a definite addition of zest when set to about 3/16 inch advanced. At 3/8 inch it pinked under load at about 2500rpm. So what is that in degrees? With the aid of my old school technical drawing set I have determined that on the XPAG crank-pulley 24.8mm equates to 30 degrees. This means that 8.3mm is 10 degrees; I couldn't mark the thing that accurately so I marked the TDC notch already in existence, measured and marked with a "sharpened" Tip-Ex 25mm (30 deg) closer to me on the pulley (standing on the left side of the car). Let it dry. Then marked the 2 intermediate 10 and 20 degrees. I also whitened the pointer too.

Now I can say that my 3/16 inch static advance equated to something like 5 degrees. So when folks say that about 5 degrees is working well for them with their original distributor and today's fuel, then I am inclined to agree.

Then I fitted the XPEG drive gear to a Lucas 25D unit (service number 41270, pre '71 Midget) and started all over again. This is now set to what I think is 7 degrees static and I've just returned from the "T" weekend (over 600 miles in all) and I'm really pleased with the set-up, and there was no pinking on any of the hills at any revs. The "original" distributor is now in wraps as a reserve.

One advantage of having a 30 degree timing mark is that the maximum advance can be identified with a strobe lamp. My current set-up peaks at more than 30 but less than 35 degrees at 3600 rpm and is flat thereafter. A Midget racer tells me that 36 degrees is their preferred maximum.

So, fellow T-Typers ….. get your grubby hands on a Lucas 25D distributor from a 1275 Midget (and Metro?) or MGB. Even if you don't fit it, it can be held in reserve for that rainy day. A little inventiveness with the drive gear securing pin and ensuring the correct depth of fitment into the block are the only areas that require some care.

Notes; According to the charts on the web site below all the "HC" (high compression) Midget and MGB units have advance curves very similar. Look for service numbers 41198, 41234, 41270, 41299 in particular. These should all work well at 5-7 degrees BTDC (4-5mm). DO NOT connect the vacuum on any of these; keep them purely mechanical.

www.teglerizer.com/mgstuff/advance_curves.htm was the source of my information and the Lucas Tuning Manual accessible via a link at the end. For the adventurous amongst you this will also explain how to achieve your preferred advance curve on any Lucas 25D, a hand-full of springs and fine file. Mmmm!

Ed's note: I consulted Barrie Jones, TD/TD Technical Adviser, about "Jim's" findings. Barrie commented as follows:

"I have nothing to add to this article. It all seems sound advice to me. XPAG dizzys tend to die when the steel shaft starts to part company from the alloy body. This seems to be age-related, and I have heard of lots of them failing recently. I have heard of some miracle cures with Loctite or Araldite, but I think they have reached the end of the line. It is quite easy to fit a 25D4 or 45D4 with a suitable advance curve to an XPAG".

THE MONACO M. G. (Based on a TB Chassis)

Paddy Willmer – remember him? – I happen to think that "Safety Fast!" hasn't been the same since he relinquished the Editorship – took a photograph of this interesting XPAG Special at Silverstone this year. He also kindly sent me a photocopy of an article from 'The Motor', which announced the pending arrival of this Special and which I reproduce below. I am hoping to get some more information on the car, which can form the basis of a future article.

From 'The Motor' July 4, 1945.

"Advance details of a post-war sports car which will be marketed by the Monaco Engineering Co., Ltd., of Watford, and a photograph of the prototype, constructed in 1939 under the direction of Mr P. R. Monkhouse, who is Managing Director of this concern, are displayed here.

The car is based on the M.G. T.B. chassis and the first model was prepared for the 1939 T.T. Race, which had to be abandoned in September. Engine changes include a cylinder bore to 70 mm., giving a swept volume of 1,385 c.c. The exhaust system is changed, and other engineering modifications include special close-ratio gears. As will be seen from the illustrations, every endeavour has been made to reduce the frontal area to the minimum, including cowling-in the headlamps. The body is regular T.T. width and is constructed from light alloy with a shaped tail. In competition trim, the spare wheel is packed horizontally between the seats and the tank, but an extension bracket on the side of the frame will permit alternative positions and thus a useful luggage space.

The first specimen of this design has been in use throughout the war by an R.A.F. Officer, and despite a considerable mileage, retains an excellent performance, hand timing against the speedometer giving it a 0 to 50 m.ph. in 10 secs, and 0 to 60 m.p.h. in 15 secs in reasonably neutral conditions. A brief run on the road showed that the gear ratios were well chosen and the engine could rapidly reach 5,000 r.p.m. on the indirect gears. Acceleration is aided by an all-up bare weight of 13.5 cwt., whilst the reduction in frontal area, plus enlarged engine and high compression, gives a top speed of circa 90 m.p.h.

It is proposed to offer two unsupercharged models, one of 1,250 c.c and one of 1,400 c.c and possibly a blower edition in due course. These cars should be very well suited for long-distance competition work and post-war sports or racing and at the same time are quite suitable for general road use and touring in this country. The price has not yet been fixed but full details will be announced soon."

MORE ON FRONT HUB BEARINGS……..

Chris Lewis (PA and TD owner) has commented on page 16 of July's TTT as follows:

"I agree with David Butler, that sticking with the original style of deep groove ball bearings will, for most people's driving style and mileage, give more than adequate bearing life, provided that they are properly fitted and lubricated.

The assembly will conform to the picture in the workshop manual (for which a subsequent owner may be grateful). Crucially, the standard "between bearings" spacer (or a new replacement conforming to the original dimensions) can be retained, allowing all the "non-rotating" parts of the assembly to be pre-loaded when the nut is tightened, without needing to shim anything to prevent the bearings binding (or, far worse – leaving the nut slack).

As Roger Furneaux points out (TTT, Issue 14 – March '06, page 29) the tightened assembly, with spacer, is much more rigid than a stub axle alone would be. The pre-loaded assembly relieves the stub axle of much of the cyclic bending stresses which would otherwise lead to fatigue damage, cracking (usually at the run out of the fillet radius – under the distance washer adjacent to the inner bearing), and eventually, (if the excessive deflection/scraping of brake drum against backplate is not noticed – see Mike Sherrell's book "TCs Forever!" page 102) to complete fracture with loss of wheel complete with brake drum, hub and bearings……

It is worth emphasising that (as for the fillet radii of crankshaft journals) these highly stressed areas of a stub axle must have a very good surface finish, with no scratches, damage marks and absolutely no signs of corrosion pits."

Roger Wilson (TD, now with MGB engine) prefers angular contact bearings as explained below:

Just a thought regarding the communication about front wheel bearings, it may be worth repeating a point I made some time ago in the T Register Bulletin. For the TD/TF/YB there are angular contact bearings that take much higher side loads than, but are a direct replacement for, the existing bearings; thus no machining. They are single sided ball bearings, and must be fitted in pairs, but WITHOUT the central spacer. I bought mine about 12 years ago from Bearing Services Ltd (BSL), and the codes were 7304 and 7306 per wheel. I check them every couple of years, but I have yet to take up any adjustment. Regarding the Y/TA/TB/TC, one of the bearings is the same (as the TD/TF/YB), and the other is half way to the larger of the TD/TF/YB pair of bearings. Thus I suspect the Y/TA/TB/TC would use 7304 and 7305.

And whilst we are about it, the following Question and Answer (given by Barrie Jones) on hub bearings (on a TD) is worth printing at this point:

Question: I took off the front o/s drum/hub with a 'puller' without much problem, BUT I cannot get it back on. It seems to be sticking at the point where the

inner bearing meets the rise on the stub. (The bearing and seal came off with the hub all together) I have not had a similar problem with my other TD, but this one just will not go on again.

Answer: You were lucky that the large inner bearing came out. They can require a separate puller.

The seal runs on a narrow inner spacer that sits against the stub axle. There is a machined taper to the axle, and the spacer is counter- sunk. I presume you have not reversed the spacer?

For re-assembly, the hub must be assembled with both bearings, plus the large central spacer and the seal.

However, the narrow spacer that the seal runs on must be positioned on the stub axle before offering up the hub/drum assembly.

Also, the brake shoe adjusters should be fully undone.

That should do it.

AXLE TRAMP ON A TF……

Question: As the TD/TF Technical Advisor could you answer a query for me? My TF is very prone to Rear Axle torsional wind up when trying to reverse up a reasonably steep incline. Back in the 60's, when I was a member of the Club, as well as receiving "Safety Fast!", I also received the 'T' Register Newsletter, similar in content to "Totally T-Type", but typewritten and run off on a Gestetner copier. Although I have all my "Safety Fast!" mags. from that time, I cannot find the Newsletters (they have been lost in various moves). An article in one of those Newsletters gave a dimensional sketch of an 'L' shaped bracket that bolted to the underside of the rear spring by the U Bolt nuts and an extended arm was attached to the front of the spring by the pivot bolt. This allowed the spring to flex but controlled the amount of torsional flexibility.

Do you have any knowledge of this item or alternatively do you know of anyone who has a set of these newsletters who may be willing to lend them to me or look through their set and let me have a copy of the particular article?

Answer: I assume that you have already checked the propshaft UJs, the sliding coupling, and the tightness of the propshaft flange bolts? I would also check the tightness of the rear spring U bolts, and I would be suspicious of oil on the clutch plate.

The TF has an engine stabiliser bar attached to the engine by a bracket just under the water pump. When accelerating, this bar comes under compression, and the load on the engine and gearbox mountings increases. When reversing, the bar comes under tension, and the load on the mountings decreases. Under severe conditions the loading may even go negative, causing the engine or gearbox to attempt to rise off its mounting.

At the front, the engine mounting rubber can have gone soft, or it may have de-laminated.

At the rear, the gearbox mounting rubbers can be perished or the gearbox hold-down fork may have fractured.

I have also seen several cases where the bracket under the water pump has fractured.

Any of these can cause severe judder which could be confused with spring wind-up.

If your TF springs really do wind up under reversing, perhaps your first course of action is to fit new springs or get yours re-tempered. Visually, TF springs should be flat when stationary. If yours curve upward at all, then they need attention. (TD springs are different and should have a visible curvature when stationary).

The MGBGTV8 suffers from spring wind-up, probably because the V8 has 3 times the torque of a TF. B&G do an anti-tramp kit for the MGB which could easily be modified to fit the slightly narrower springs on a TF. I no longer have any old newsletters. Perhaps this reply could be published in TTT and someone will come up with a copy.

and a follow up note from the questioner……

Thanks for the info. When I stripped my TF all bushes & mountings seemed to be in good condition but the engine stabiliser holding bracket was cracked when I removed it from the chassis so maybe this was the cause of my problem. I have purchased a new one from Brown & Gammons, together with a new set of rear springs which will be fitted during the rebuild, so hopefully this will cure the problem. Thanks also for telling me about the anti-tramp kit for the MGB, this will be a good backup if the problem still persists.

SHOCK ABSORBERS FOR A TF…….

Question: Do you have a good advice concerning shock absorbers to my TF? They have had their best time… Do you have any ideas of conversion kit? What to buy and where?

Answer: I wrote a book on the TF. It is available from the T Register. I attach a small extract from my book. *(this is printed below* **Ed.***)*

If you don't mind non-original parts, the KONI telescopic kit sold by Brown & Gammons can be made to fit the TF. You will need the softest setting. Or, if you slightly bend the inner rear wings, you can fit MGB rear shock absorbers to a TF. They work really well, and they are easy to get.

Extract from the book "Barrie's Notes – Maintaining a 1955 MG TF in the 21st Century".

Rear Springs

The rear springs are attached to the axle using `U' bolts. Over the years, these fret against the axle casing and cause damage. To protect your axle,

the spacers from an MGA will fit neatly under the `U' bolts with no modification to the axle whatsoever.

To improve handling, the simplest modification is to use polyurethane bushes in the rear shackles, and polyurethane spring pads between the springs and the rear axle. Those manufactured for the MGB are too large, but the parts made for a modern MG Midget (Mk 2 onwards) are exactly the right size.

The TF has much flatter rear springs compared with a TD. When normally laden, TD springs should still have a bow of about 1.2 inches whilst those on a TF should be flat. Unfortunately, this means that the TF axle has less upward travel than a TD. Also, modern bump stop rubbers seem to be made of harder rubber than the originals. Put these two items together, and TF owners may experience an uncomfortably hard ride when negotiating modern speed ramps. The easiest way to solve this problem is to drill a single ¾ inch (19mm) diameter hole sideways through the middle of the rubber.

Front Shock Absorbers

The original lever arm shock absorbers give little trouble so long as they are kept full of hydraulic fluid. Under no circumstances should you use engine oil or brake fluid. The standard fluid is ISO 22 hydraulic oil, and a simple upgrade is to drain them and refill with ISO 32. This will make them roughly 25% stiffer.

Look for leaks at the spindles. The rubber bushes do perish with age. Also, the bushes are retained by large flat washers that sometimes come out of their housings, decompressing the bushes and allowing the fluid to escape. If this has happened, it is best to have them professionally reconditioned. Recently, exchange replacement units have been produced with longer bushes and no washers, relying on the arm to hold them in place.

Rear Shock Absorbers

The rear shock absorbers look very similar to those on an MGB. However, the MGB ones are stiffer and have a different offset to the arm. If you are willing to slightly dress the inner rear wheel arches they will fit on a TF, and they make a noticeable improvement. Alternatively, just use thicker oil (see above).

Ed's Note: "Barrie's Notes" has sold nearly 300 copies to date. It costs £6 plus postage of £1 (UK) £2 (EU) and £3 (Rest of World) and is available from John James, 85 Bath Road, Keynsham, BRISTOL BS31 1SR (or order from website)

You can do it in an M.G.!

Florist, Peter Jones' Rover recently broke down terminally, so here he is at 5.00am in the morning at the local Flower Market collecting boxes of fresh flowers in his TC. Rear navigation was presumably by flower scent?

‘Motor Trader’ Service Data Sheets

In September’s TTT we covered the engine section from the “Trader” Service Data Sheet for the TF model. In this Issue we cover Transmission, Chassis, Tune-Up data, Electrical Test data and Bulb information.

TRANSMISSION

Clutch Borg & Beck single dry plate. Graphite thrust release bearing.

Only external adjustments are for free movement and pedal travel. Adjust to give ¾in free movement at pedal pad by nut and locknut on front end of rod at relay lever.

Access to clutch for service after removal of gearbox and bell-housing.

Gearbox Four speed, synchromesh on 2nd, 3rd and top gears.

To remove gearbox take out carpets, gearbox cowl and floorboards. Disconnect speedo drive, clutch operating rod from lever, and front end of propeller shaft. Take out two setscrews holding exhaust pipe bracket to gearbox. Take off nut, cup washer and rubber bush below rear mounting. Lift gearbox slightly and extract clevis pin from forked bolt. Jack up rear of engine just enough to take weight, take out ten setscrews round bell-housing flange and detach clutch inspection cover. (When refitting note that air vent goes towards off side.) Draw gearbox back and lift out.

To dismantle gearbox, remove bell-housing, top cover and gearbox extension cover with remote control. Pick out selector springs. Undo nut and draw off propeller shaft driving flange. Remove speedo drive housing. Take out square-headed screws on selector rods locating three striking jaws at rear end, three forks, stop at front end of offside (1st and 2nd gear) rod, and reverse rod steady. On later gearboxes centre rod has spring ring on front end which acts as a stop.

Undo rear extension housing nuts and pull housing back until striking jaws can be pulled off. Housing can then be removed and selector rods drawn out, middle rod last with interlock plunger (pegged in place). Catch three selector balls and two interlock balls (all same).

Take out layshaft spindle locating setscrew below rear of box, and drift out spindle to rear, allowing cluster to drop to bottom of box. Drive mainshaft forward to drive out primary shaft with ball bearing. Drift out rear ball bearing from inside and draw it off shaft. Mainshaft assembly can then be tilted and drawn out through top.

To dismantle mainshaft assembly slide off top and 3rd gear synchromesh unit. On later gearboxes one hole is drilled right through hub, and extra ball inserted under spring, locating in notch in mainshaft. Catch spring and two balls as released. Depress plunger locating splined thrust washer in 3rd gear cone, twist washer and slide off, releasing 3rd gear and needle rollers. Extract spring ring and slide off 2nd gear synchro unit. Depress 2nd gear locking plunger with wire

through hole in collar, and remove splined collar and split thrust washer. 2nd gear and needle rollers can then be drawn off.

Synchro sleeves on later cars can be slid off hubs without releasing balls, which are peened into holes.

To reassemble gearbox refit reverse pinion (fork groove to front), spindle, slider rod and fork, locating setscrews and rocking lever.

Insert distance piece and two small washers in layshaft cluster and smear grease in ends of bore. Make up dummy spindle with 9/16in dia. rod 6 11/32in long, and insert into cluster. Then feed in 14 needle rollers at each end, with thrust washers and tabbed collars (boss towards rollers, through thrust washers) at each end. Drop assembly into box so that tabs on collars register with slots in box.

Assemble 3rd gear on mainshaft with 32 needle rollers, insert spring and plunger, and fit splined thrust washer. Assemble 2nd gear with 28 needle rollers, place split thrust washer against gear, insert spring and plunger and turn washer so that tab is in line with plunger. Slide collar on to shaft so that slots are in line with tabs of split washer, depress plunger and push collar home. Slide on synchro assemblies and fit spring ring on shaft at rear of 2nd gear synchro. Note extra ball in 3rd/top synchro hub on later cars, locating in notch in mainshaft.

Place mainshaft in box and fit rear bearing. Grease bore of spigot bearing in primary shaft and insert 18 needle rollers. Feed primary shaft and bearing carefully into position so that rollers are not displaced. Lift layshaft cluster, making sure that tabs of thrust collars register with slots in box, and insert layshaft spindle from rear, pushing out dummy.

Assemble selector rods, forks and stops. Fit rear extension cover, noting flat and dished washers in bearing location. Flat washer goes next to bearing, and dished washer with inner edge towards flat washer. Assemble striking jaws on rear ends of selector rods, bellhousing, driving flange , top cover and extension cover with lever.

Propeller Shaft

Hardy spicer Series 1100 needle roller bearing universal joints. Nipples for lubrication of joints.

Rear Axle

Hypoid bevel drive, semi-floating shafts. Two-piece casing split vertically on near side of final drive housing. Apart from attention to hubs and half shafts, axle cannot be serviced without full stock of distance-pieces and gauges. Service replacement axles available.

For further details of dismantling and overhaul procedure readers are referred to Volume 2, page 69, which contains full details of this rear axle.

Ed's Note: Volume 2, page 69 is the TD Service Data information.

CHASSIS

Brakes

Lockheed hydraulic. Two leading shoe front brakes with separate cylinder to each shoe. Rear brakes have single floating cylinder incorporating bell-crank for handbrake operation throughout separate cables in conduits.

Micram adjuster on each wheel cylinder, with slotted head reached through hole in drum after removal of wheel. Turn adjuster clockwise until shoe touches drum, then back off one notch. Note two adjusters on each front wheel. Adjusting nuts on cable ends at base of handbrake lever must not be altered unless new cable is fitted. Cables must be slack when brakes are off.

Rear Springs

Semi-elliptic - centrebolts offset to front, Silentbloc anchorage bushes with fibre washers on either side. Tighten fully. Loose rubber shackle bushes, shouldered bolts. Apply normal working load to springs before tightening shackle bolts.

Front Suspension

Independent coil springs and double wishbone links. Inner ends of upper links pivot on shock absorbers. Inner ends of lower links rubber bushed. Outer ends of both links pivot in bronze bushes in pivot lugs, which are threaded on to king pins. Near side king pin and stub axle have left hand threads.

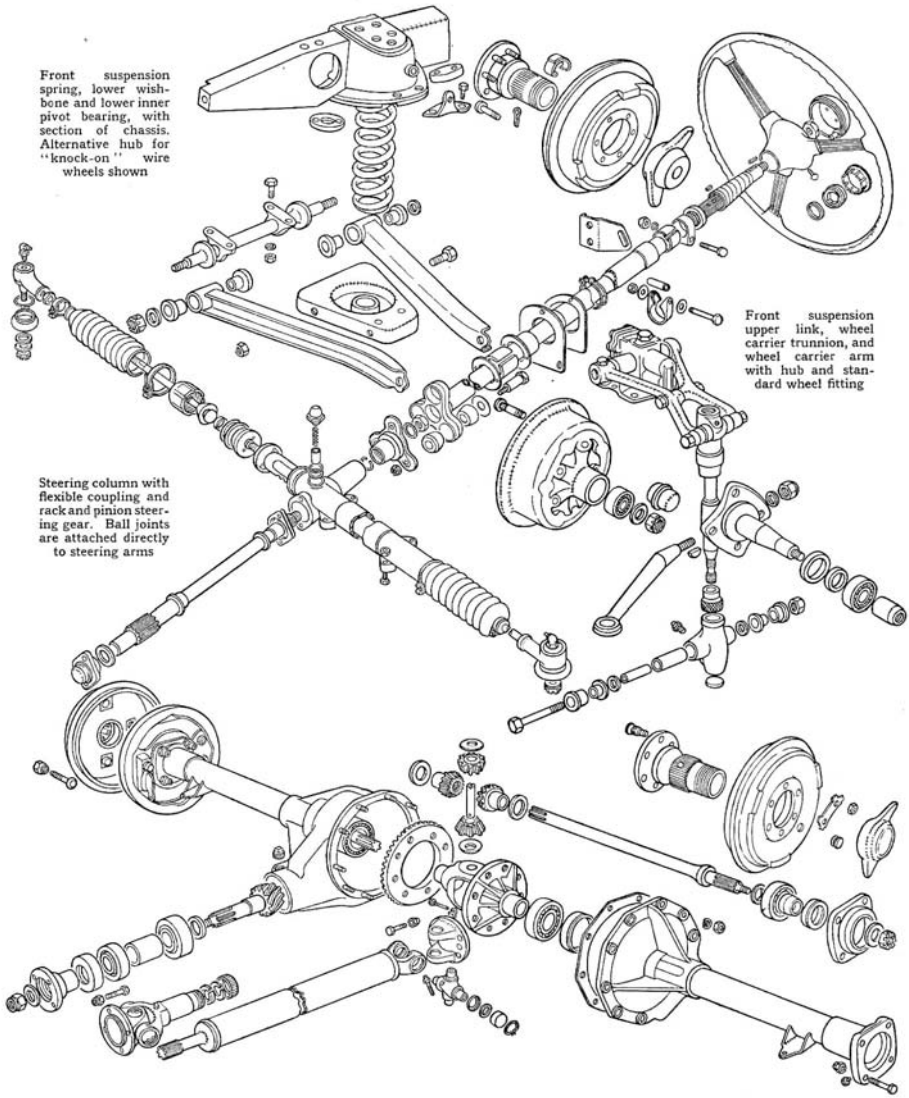
If suspension is to be dismantled, jack up chassis until front wheels are just clear of ground, then jack up separately under each spring pad until upper link is just clear of rebound rubber. Disconnect track rods by slackening locknuts and screwing rods out of outer ball sockets. Disconnect brake hoses from chassis unions, and take out outer pivot bolts, when stub axle, king pin and pivot lug assembly can be removed. Release jacks under springs, press down lower links and take out springs. Dismantle lower links and remove from inner pivots. Rubber bush assemblies are similar to those on rear spring shackles. Upper links are removed with shock absorbers (two setscrews, and two bolts inserted from below through spring abutment – note flats on bolt heads to register with spring locating plate, through which bolts pass).

King pins pressed downwards into stub axles and located by steering arms. Pivot lugs screw on to king pins, which are waisted at centre of top and bottom threads to clear pivot bolts. When reassembling make sure that stub axle swivels fully.

Outer pivot bearings consist of bush in lug, cut away to clear king pin, and distance-piece, which is clamped up by bolt with link, thrust washers and seal retainers, and works in bush. Distance-piece should stand proud of lug at each end to give .008-.013in end play.

Hubs run on ball bearings with distance-piece between inner races. Lipped oil seal pressed into back of each hub bears on chamfered collar behind inner race of inner bearing. Bearings retained on stub axles by castellated nuts. Tighten fully.

(continued on page 30)



Rear axle and propeller shaft, showing details of hubs and attachment of alternative fitting for "knock-on" wire wheels

CHASSIS DATA

CLUTCH

Make	Borg & Beck
Type	8 A6–G
Springs: no.	6
colour	Brown
free length	2.11in
Centre springs: colour	Black/Lt. Green
Linings: thickness	$\frac{1}{8}$in
dia. ext.	8in
dia. int.	5$\frac{1}{4}$in.

GEARBOX

Type	Synchromesh
No. of speeds	4
Final ratios: 1st	17.06
2nd	10.09
3rd	6.752
4th	4.875
Rev.	17.06

PROPELLER SHAFT

Make	Hardy Spicer
Type	Needle roller bearing U/J

FINAL DRIVE

Type	Hypoid
Crownwheel/bevel pinion teeth	39/8*

*Alternative ratio of 41/8 available

BRAKES

Type	2 LS front; leading and trailing shoe rear
Drum diameter	9in
Lining: length	8$\frac{3}{4}$in
width	1$\frac{1}{4}$in
thickness	$\frac{3}{16}$in
No. of rivets per shoe	12

SPRINGS

	Front	Rear
Length (eye centres, laden)	—	42$\frac{1}{4}$in
Width (or dia. of wire)	.498in	1$\frac{1}{2}$in
No. of leaves (or coils)	7.5	7
Free camber (length, coil)	9.59 ± $\frac{1}{16}$in	2.85
Loaded camber (length, coil) at load	6.44 ± $\frac{1}{16}$in @ 1,095 lb	Nil @ 397lb

SHOCK ABSORBERS

Make	Girling	Armstrong
Type: front	PVA 6X	1 S 9
rear	PVA 6	DAS 10
Service	Replacement	

STEERING BOX

Make	Morris
Type	Rack and pinion
Adjustments: pinion end float	thrust washer
rack end float	shims on dampers
mesh	shims on dampers

FRONT-END SERVICE DATA

Caster	2° ± $\frac{1}{2}$°
Camber (static laden)	1° pos. ± 1°
King pin inclination	9°—10$\frac{1}{2}$°
Toe-in	Nil
No. of turns to lock	2$\frac{1}{2}$
Adjustments: castor	—
camber	—
toe-in	screwed tie rod ends

ELECTRICAL TEST DATA

Battery	
model	GTW 9A–2
voltage	12
No. of plates	9
capacity at 10 hour rate	51 amp-hours
spec. gravity:	
below 90°F (32°C)	1.270–1.290
above 90°F (32°C)	1.210–1.230
Dynamo	
model	C 39 PV–2
service No.	22265B
rotation (comm. end)	anticlockwise
cut-in volts at r.p.m.	13 volts at 1,050–1,200 r.p.m.
output amps at r.p.m.	19 amps at 2,000–2,150 r.p.m. at 13.5 volts
field resistance	6.1 ohms
brush tension	22–25 oz
Control box	
model	RB 106–1
service no.	37138
cut-out: cut-in voltage	12.7–13.3
cut-out voltage	9.0–10.0
regulator voltage:	
10°C (50°F)	15.9–16.5
20°C (68°F)	15.6–16.2
30°C (86°F)	15.3–15.9
40°C (104°F)	15.0–15.6
Starter	
model	M 35 G
service No.	25022
rotation (comm. end)	anticlockwise
lock torque (lb/ft-amps-volts)	9.3 lb/ft with 370–390 amps at 7.7–7.3 volts
torque at 1,000 r.p.m.	4.9 lb/ft with 250–270 amps at 9.3–8.9 volts
brush tension	15–25 oz
Coil	
model	Q 12
service no.	45020
stall current	2.7 amps
running current at 1,000 r.p.m.	1.0 amps

Outer steering ball joints are sealed side plug type, serviced as assembly.

Adjust track (wheels parallel) by screwing track rods in outer ball sockets. Both track rods must be of equal length. Check distance from flat on rod to locknut.

ADDITIONAL ELECTRICAL DATA
Lucas Equipment

	Model	Service No.
Headlamps: RHD	F 700	51344
LHD	F 700	51345
Export Europe	F 700	51346
Export France	F 700 EF	51411
Export U.S.A....	F 700	51467
Side and flasher lamps ...	1130	52134
Stop/tail/flasher lamps ...	488	53178
Fog lamps (optional) ...	SFT 576	55128
Number plate lamp ...	467	53093
Starter switch	PS 19	31248
Lighting switch	PPG 1	31251
Ignition switch	SS 5	31187
Stop lamp switch	HL 2	31082
Fog lamp switch	PS 19	31248
Panel light switch	PPG 1	31126
Flasher switch	TPS 1	031296
Dipper switch	FS 22	31284
Horn push	HP 19	76205
Flasher unit	FL 3	35003
Flasher relay	DB 10	33117
Screenwiper	CRT 12	75144
Fuse box	SF 6	033240
Horns: high note	WT 614	69012
low note	WT 614	69011
Ammeter	CZU 34	36181

BULBS

	Lucas No.	Voltage	Wattage	Cap
*Headlamps:				
dip left	354	12	42/36	Prefocus
dip right	301	12	36/36	Prefocus
vertical dip	370	12	45/40	Prefocus
Side lamps	369	12	6/18	S.C.C.
Stop/tail lamps ...	381	12	6/18	S.B.C.
Number plate lamp	989	12	6	M.C.C.
Fog lamp	323	12	48	Prefocus
Ignition ...	987	12	2.2	M.E.S.
Warning lamp ...	987	12	2.2	M.E.S.
Panel lamps	987	12	2.2	M.E.S.
Beam and flasher warning lamps ...	987	12	2.2	M.E.S.

* Bulbs are not supplied with French or U.S.A. headlamps.

Steering Gear

Rack and pinion. Inner ends of short track rod attached to ends of rack by ball joints covered by concertina gaiters and lubricated from steering gear. Track rods interchangeable. Upper section of steering column connected to pinion shaft by rubber-bushed flexible coupling, and carried in felt bushes in column tube.

Shock Absorbers

Front: Girling piston type PVA6X or Armstrong 1 S 9. Top up in place.

Rear: Girling piston type PVA6 or Armstrong DAS 10. Remove to top up.

Body

To remove fascia board and instrument panel, disconnect battery, take out eight Phillips' head screws securing panel undershield. Withdraw shield and disconnect speedometer and tachometer couplings together with all controls and wiring. Unscrew securing bolt at each end of panel when complete panel can be taken out.

Trailer Attachment

Proprietary towing brackets available. Towing capacity stated to be up to 15 cwt.

Ed's Note: Reproducing the 'Motor Trader' Service Data Sheets has been quite a challenge, since the originals are contained in a book "Servicing Guide to British Motor Vehicles" Volume 4, which has old Imperial size pages (roughly equivalent to A4). TTT pages are A5 size so it is not always possible to include the tables alongside the relevant text. Also, not all the diagrams/drawings have been included (those for the engine and gearbox being notable exclusions) partly because of space limitations and partly because these diagrams/drawings are shown in the Workshop Manual.

The tune-up data is shown on the next page because it would not fit here!

TUNE-UP DATA

Firing order	1-3-4-2	Contact set No.	422367
Tappet clearance (hot):		Contact breaker gap ...	0.014-.0016in
inlet...	.012in	Condenser: capacity ...	0.2 mf
exhaust	.012in	min. insulation	3 megohms
Valve timing: inlet opens ...	5°BTDC	Plugs: make	Champion
inlet closes ...	45° ABDC	type	NA8
exhaust opens	45° BBDC	size	14mm
exhaust closes	5° ATDC	gap	.020-.022in
Standard ignition timing ...	TDC (full retard)	Carburettors : make	S.U.
Location of timing mark ...	Mark on fan pulley, pointer on timing cover	type	semi-d.d.
		Needles : rich	HI
Distributor		standard	GJ
Type and service No. ...	D2 A4 40367	weak	GL
Advance range (crank. deg.):		Air cleaner: make	Vokes
centrif.	25°	type	Front: D 47937
Advance starts (crank r.p.m.)	600-1,000 r.p.m.		Rear: D 47938
Max. advance (crank r.p.m.)	3,100 r.p.m.	Fuel pump: make	S.U. electric
Cam angle	60±3°	type	H.P.
Contact spring tension ...	18-24 oz	pressure... ...	¾-1 lb

****

BINDERS FOR "TOTALLY T-TYPE"

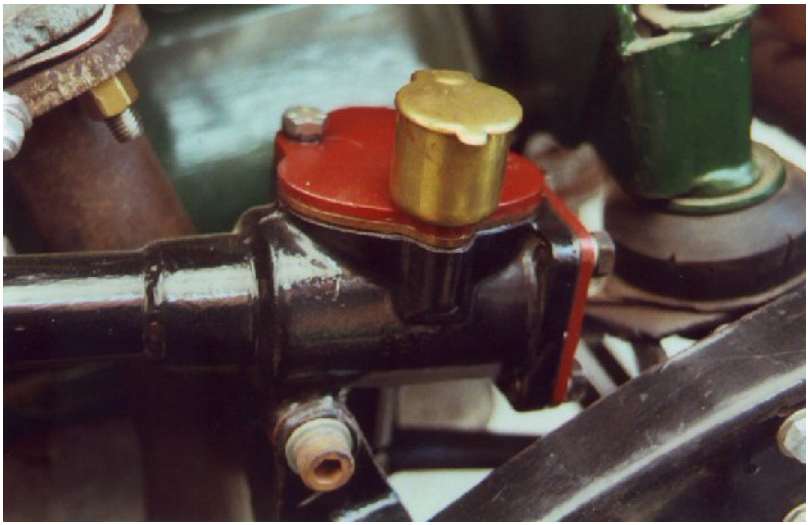
Those of you who like to keep your TTT magazines in a binder will soon need another one as the capacity is (claimed to be) 18 copies. I have less than 20 binders in stock from the initial order of 100. These are for sale at virtually cost price (as a service to members) for £4.50 plus UK postage of £1.50 (postage has increased due to the new Royal Mail pricing structure, which tends to 'load' items classed as "packets"). When existing stock is sold I will order some more, but I cannot guarantee to hold the price at the existing level.

Orders, accompanied by a cheque for £6.00 payable to "MGCC 'T' Register" should be sent to John James, 85 Bath Road, Keynsham, BRISTOL BS31 1SR.

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.

SPARES UPDATE



No, we don't have any of these! However, I thought that TA/B/C owners, who still have the original Bishops Cam steering box, would be interested in this addition for ease of checking the oil level. The brass oil cup is fitted to Eric Worpe's TC. Says Eric "the brass oil cup came from an auto jumbler stall and is held in place by a socket cap bolt with a 3/32 inch hole drilled through the centre. I tried the mod out on my Bishops Cam box and felt it was worthwhile, as it enabled me to check the oil level in the box and top it up at the flip of a lid".

Your editor would like to fit one of these to his TC (and no doubt, so would some of you). Does anybody know where these brass cups could be obtained?

King Pins and Bushes for the TC

As reported in the T-Type Notes in November's "Safety Fast!", progress is being made with the bi-metal (or wrapped) bushes to the original specification. An original bush has been sent to the intended supplier and we are awaiting a response from him. We think that we can still hold the price at £6.50 per bush, which is probably less than you would pay for solid phosphor bronze bushes.

We are currently seeking quotes to have a batch of king pins (as per the originals) and thrust washers made. Prices are being sought for alternative material specifications. The lower cost alternative would be EN202 case hardening steel. This steel has a higher tensile strength than the basic 'mild' case hardening steel EN32, but is of a lower specification than EN36, which is the higher cost alternative. A further report will be made in January's TTT.

New Stub Axles for TA/B/C

As mentioned in September's TTT, Tim Patchett has put another batch of these in production. At the time of writing, five pairs remain of the ten pairs made. Contact him at happy.people@virgin.net or 01274 818748.

'Mad Metrics'

Many 'T' Register members will know of, and have availed themselves of, the new spares and TA/B/C rear axle overhaul services offered by TABC Technical Adviser, Roger Furneaux. Operating from Broadwoodwidger in deepest West Devon (not far from the Cornish border). Roger carries a surprising variety of newly manufactured spares and original Lucas distributor parts, such as contact breaker sets and rotor arms. Probably best known for his high ratio crown wheel and pinion sets and special rear hub bearing nuts with lip-seal to keep the oil in the rear axle and off the brakes, Roger also specialises in XPAG engine bolts and nuts (MPJG can be made to order) and also gaskets, shims and bearings.

He has recently made a batch of TB/TC/ early TD oil filter adapters (as made by Bob Grunau in Canada) and I know, from enquiries that I have referred on, that these are selling well at £60 each plus postage He has also just completed another batch of Panhard rods (also £60).

Roger can be contacted at roger.46tc@virgin.net or 01566 784111.

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Our advertisers offer a wide range of spares and specialist services and help to fund the costs of this magazine through advertising revenue received for their adverts. If you avail yourselves of their services, please mention "Totally T-Type".

Leaf Springs

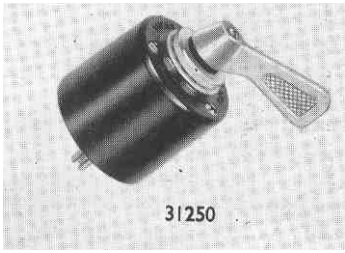
I understand that British Springs Group (BSG) in Bridgnorth, Shropshire, have been "swallowed up" by another company. It may be a case of a "new broom sweeps clean" but leaf spring prices have now gone up dramatically and the new company may not be too keen on producing what is essentially a low volume commodity for the classic car market.

S.M.J. Products., Unit 5B, Stanningley Trading Estate, Richardshaw Lane, Pudsey, West Yorkshire. 0113 2360396 has been mentioned on the Triple-M website as a supplier of leaf springs.

Keith Ardley Classic Car Spares

I have just had a Lucas 160 mirror refurbished by Keith and also purchased one from him for the nearside. The costs were most reasonable and the service excellent. There will be an article in January's TTT, which mentions his services. He can be contacted on 01353 778493. Postal address is Keith Ardley, Classic Car Spares, Bedford House, 14, Bridge Road, Mepal, ELY, Cambs. CB6 2AR .

TD/TF TURN INDICATOR SWITCH - LATE TD/TF



The Lucas turn indicator switch (Part number 31250) generally gives reliable service, but with age it can suffer a couple of irritating faults that reduce it to a non-functional condition.

With the ignition on, the indicator switch is set in operation by manually moving the turn lever to the left or right to the limit of its travel. The lever then relies on vacuum to delay its return to the 'off' position, usually taking 15 to 20 seconds to do so. It is deterioration of the vacuum control that causes most of the problems. When worn it has the nasty habit of cancelling prematurely, leaving you without flashing indicators just when you need them and both hands are occupied manoeuvring the car. The vacuum function is largely controlled by two components within the switch, one simply replaced, the other perhaps not so readily.

To effect repairs to the switch it must be carefully removed from the car. Care is needed as the casing is a Bakelite type material and the threaded portion, which fits through the facia/dashboard, is easily stripped as the knurled securing nut is done/undone, rendering an otherwise good unit useless. To aid refitting, label each of the three wires connected to the back of the unit as you disconnect them.

Before starting to dismantle the unit, make alignment marks on the outer casing and the back of the unit. This will help greatly when you come to reassemble it.

Undo the three screws that secure the housing from the rest of the unit and place them safely in a container where they will not get lost. The switch breaks down into a number of small parts so it is advisable to have a few containers ready. Removal of the housing exposes the contact arms at which point it is possible to examine their condition. If you are a dab hand with the soldering iron it may be possible to make and solder fresh contacts in place, but if they are so badly worn it may be quicker to scrap the unit at this stage, as it is not possible to obtain new components as far as I am aware.

Undo three longer screws which extend through the length of the inner housing or vacuum chamber into the three brass electrical connections at the rear of the unit. As you do so, you will probably feel the piston return spring attempting to push the components apart. Grip the unit firmly in one hand as you release the screws with the other hand and collect all the bits as they separate.

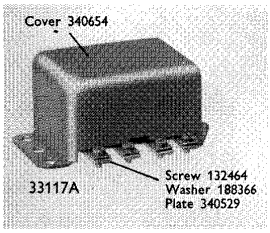
At this point one of the problems with the vacuum function will become evident - this is the cup shaped leather seal riveted to the end of the piston. With age this seal tends to dry out and ceases to perform its function of providing an airtight seal against the cylinder wall. I am not sure what lubricant/grease was

used originally but you will probably find the remains to be a hard, congealed residue which is best removed, as it no longer serves any useful purpose. In the absence of anything better I use Vaseline/petroleum jelly when refitting the piston/seal but there may be better lubricant for leather seals available, such as the oil used to lubricate air gun seals. If you are very clever you could cut and fit a replacement seal from a piece of thin leather, but this would mean drilling out and replacing the securing rivet. At this point it is possible to cheat a little by inserting a strip of paper approximately ¼" wide between the seal and the piston to take up the excess clearance.

The other main cause of non operation is the plug of felt fitted behind the pointed adjusting screw in the base of the body. You may have difficulty recognising this hard lump that you push/pull/dig out of the recess as ever having been felt, as this item also dries out and hardens with time. Its function is to control the amount of air that is allowed to seep back into the vacuum chamber by restricting the hole. The pointed adjusting screw can be tightened or loosened against the felt pad to regulate the air flow and thereby control the length of time the operating lever stays in the 'on' position.

Replacement felt plugs can be made by punching 3/16" diameter holes in any spare pieces of felt you may have. I used some scraps of toolbox felt (white, about ¼" thick) and pushed two plugs in the air vent hole followed by the pointed adjusting screw. In order to achieve the desired time delay before the operating handle returns to the 'off" position, I found it necessary to oil the felt plugs with a light oil (I used Singer sewing machine oil). I am not sure if the felt plug was oiled when the switches were new but perhaps the felt material I used was more porous than that used originally.

Reassemble the components in the reverse order; the tapered compression spring has its largest diameter coil at the bottom of the compression chamber. Having lined up the marks you made on the casing when dismantling the chamber, grip the reassembled unit firmly as you compress the spring whilst at the same time securing the three long screws through the unit to the electrical connector blocks. The blocks should be positioned so that the connection apertures face inwards. When totally reassembled it should be possible to adjust the rear pointed screw to give you the delay period (20 or so seconds) or whatever you feel comfortable with.



Quite separately from the indicator turn switch problem and fortunately not at the same time I experienced difficulty when the indicators would work only intermittently .Having checked all the connections/bulbs etc and found them O.K. I eventually traced this to worn out points in the turn signal relay unit, Lucas part number 33117 located on the left hand side of the bulkhead (TF). Cleaning the points of the 48 year old relay unit provided only a temporary cure and on this occasion a new item had to be purchased to restore correct functioning.

Roy Miller

ITEMS FOR SALE

Books for sale:		**£**
Magic of MG	Mike Allison	9.00
The MG Log	Peter Haining	10.00
Flywheel (Tom Swallow's Stalag IV Motor Club – some MG content)		13.00
MG Sports Cars	Autocar Archives	12.00
The MG Companion	Kenneth Ullyett	8.00
Reach for the Sky (Bader's MGs!)	Paul Brickhill	5.00
Out on a Wing	Miles Thomas – who sacked Kimber	5.00

All plus P & P Trad Harrison 01953 688259

MG TD Parts For Sale

2 Body brackets – chassis to bulkhead - £20. Steering column support bracket, £15. Lucas TD 7" chrome headlamp, complete, £35. Small 'Blue-Spot' spot light, good chrome – exactly correct for period, £20. Completely dismantled radiator TA/TC/TD top and bottom tanks – brass. Core damaged + bottom support plate, £25. Small oblong chrome reversing light – period fitment optional extra, £15. Highly polished 'Minimax' fire extinguisher – the small version, correct for period, £10. Wolseley 4/44 sump – aluminium, £10. Lots of past 20 years of "Safety Fast!" – some older. Cheap to be collected or transport arranged for all items. Tel: 01429 838683.

Guarantee Sheets for MG TC

The Register can provide a copy of the original Guarantee Sheet for your car. Roger Furneaux types these up using an old Imperial typewriter from the M.G.C.C. office at Abingdon. Price is £6 for UK, $12 for U.S.A. or equivalent elsewhere (post paid airmail). Contact Roger Furneaux at roger.46tc@virgin.net 01566 784111 or write to Roger Furneaux, Buddle Farm, Broadwoodwidger, LIFTON, Devon PL16 0JR.

In the January 2007 TTT……

Well that's up to you! We'll certainly have the usual features such as 'T' Register News and a few "Then and Now" items, but I can't 'magic' copy out of thin air, so I'm relying on you!

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