

T REGISTER



Totally T-Type



ISSUE 2

MARCH 2004



Peter EDNEY



Classic and sports car

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www.peteredney.co.uk

peter.edney@ntlworld.com

01279 876 976

THE EDITOR

Welcome to Issue 2 of **Totally T-Type!** Firstly, thank you for all your messages of support and encouragement. They have been a real tonic to me. Thanks also for responding so magnificently with contributions. I am in the happy position of having more than enough copy for this issue. Indeed, you may well find that you have some extra pages this month.

Now, let's get down to business! Several of you have asked about the photographs on the front cover. By way of explanation, the objective of the front cover design was to feature the different models of T-types in differing situations.

Starting with the top left hand corner, the 'shot' is of Nathalie Focant, who, then aged 18 years, drove her TD from Belgium to the 2002 Silverstone meeting. The top right hand corner features the TF of former owner, John Hunt at Shuttleworth, 2003. John has since sold the car to Alan Parish and now runs a VA Tickford Drop Head Coupe. The middle left photo was taken during the 40th Anniversary Parade Laps at Silverstone and (I think) the car is a TC from Germany with Stewart Penfound in the Lester coming up to "challenge" on the outside. The middle right photo shows Graham Ash inflating the tyres on his trailer before transporting the TA Tickford 'Romeo Charlie', RC 6710 from Rodmell in Sussex to Bath. 'Romeo Charlie' had previously been off the road for 30 years, but can now be seen in and around Bath with owners, Graham and Sandy Williams. The bottom left photo is BBL 80, one of the four Works supported 1938 (*cont'd on page 4*)

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“Cream Cracker” trials TAs driven by J E S Jones. This car is owned by Derek Pearce. Finally, the bottom right photo was taken in Marazion (just outside Penzance) and features the TB of Brian and Wendy Norman on a Cornish Riviera Run. So there you have it!

David Jones has noted the 33% survival rate for TCs and would like to know where they all are by county in the UK and how they are dispersed around the globe. He’s also interested in how many are in regular use and who can claim the longest period of ownership. I think we can answer some of these questions in future issues.

John Inglis has suggested that a brief “bullet point” report on the items covered at ‘Rebuild’ for those unable to attend would be useful. Yes, I’ll take that on board John for the next issue. In fact, we’ve gone one better for this issue and printed David Barnes’ notes and diagrams on door hanging and fitting the door latch and strikers, which was covered on the Practical Skills Workshop last October.

Mel Brookes raises the issue of binders for TTT – yes we might be needing some of those and I’ll make some enquiries as to cost. Piers Flashman suggests that TTT is used to publicise dates of events (or at least reminders, if they have already been advertised elsewhere). Yes, we can do this and, in fact two events are highlighted below. We can also include photos of T Register members in action at events, as suggested by Piers, but I shall be relying on you for the photos!

Finally, Mick Pearse asks whether there is going to be a members’ questions and answers section in the magazine. I think the answer to that is probably “no” (we have technical advisers to help members with specific queries) but we could, for example, publish some of the answers to frequently asked questions which perhaps have a common thread. Mick is rebuilding his TF and whilst I didn’t answer his letter (I have been rather ‘swamped’ with correspondence!) he will be interested to know that we might well be able to include articles in instalments about a TF rebuild.

I have been asked to let you know about a couple of events, which, whilst not being official T Register gatherings, nonetheless have a strong T content. The first is the Devon and Cornwall Centre’s Annual T-Party. It will take place on Sunday 20th June and there is a 2 to 3 hour scenic drive to enjoy, followed by a cream tea. For more information, or to obtain an application form, members need to contact John Popham on 01803 326730 or Tony Short on 01392 832665. The second is the Tichborne natter’s day out to Kingston Lacy House in Dorset on Sunday, May 23rd. There are lots of T-types in this natter and they do like to meet other T-types. Chris Alderson is organising proceedings and by the time you read this he will probably have some further details. He can be contacted on 01962 734696.

T REGISTER NEWS

'REBUILD' 2004

When you receive your **Safety Fast!** for April, you will see that we had to close the entry list at 110 'Rebuilders'. Unfortunately, we had to turn down all of the later applications, for which we were desperately sorry. However, we had to do so because we would not have been able to accommodate everybody in the classrooms and in the dining area at lunchtime. We have never had such a tremendous response and the fact that we are welcoming 40 members, who have not previously attended a 'Rebuild' event before, is a good sign that there is plenty of interest out there.

There will be reports of 'Rebuild' 2004 in both the May **Safety Fast!** and the May **Totally T-Type**.

SHUTTLEWORTH

At the time of writing, we do not have an organiser for this event, which we hope will take place on Sunday 4th July. If anyone is prepared to help in the organising arrangements, I would be grateful if they will contact me as soon as possible. It would indeed be a crying shame if this event were to fall by the wayside due to the lack of an organiser, but I am afraid that this is the way it is looking at the moment unless we can 'pull something out of the fire'.

SILVERSTONE INTERNATIONAL WEEKEND

The Committee has yet to discuss the detailed arrangements for this, the principal event in our calendar, which is being held from 23rd – 25th July. We will probably do so at the April meeting, in which case I can publish something more definite in the May issue of **TTT**. However, we were greatly encouraged by the turn out for our Friday evening 'natter' and we might well be repeating this.

THE AUTUMN TOUR

Graham Brown, graham@isisbedford62.freeserve.co.uk is the man in charge of this popular weekend. If you don't have e-mail, Graham can be reached by phone on 01234 358729 or by 'snail mail' at 12, Isis Road, BEDFORD MK41 7BP We already have nearly 40 cars and their crews signed up for the weekend in September (17th/18th/19th) and the hotel accommodation at the Palace Hotel is going quickly. We have already had

to increase our allocation of rooms once and it is unlikely that it will be possible to secure any more rooms.

Graham has been out and about mapping out the routes with George Arber and we now have a clearer idea of what is in store for us on the Saturday and the Sunday. I'm not going to give away the full route details yet but the first day (Saturday) sees us at Chatsworth House and Gardens for a coffee stop and then on to Crich Transport Museum, where we shall be spending a few hours, including taking lunch. Then it is back to Buxton via an interesting route to get ready for the Gala Dinner and presentation of awards. On Sunday we are travelling to Ladybower Reservoir with glorious scenery on the way and then it is on to Castleton for lunch and Bakewell in the afternoon. The mileage on both days is around 70 miles but you will need to use your gearbox!

PRACTICAL SKILLS WORKSHOP

The future of this event, which has been piloted for the last two years is a little uncertain. We are currently considering the possibility of a change of venue to the Midlands area. An update will be given in the next issue.

COMMITTEE CHANGES

One change, which may have gone un-noticed, actually took place some time ago. Apparently, quite a few of you still think that Roger Furneaux is still Registrar for the TA/B/C models. The Registrar is David Butler, who concentrates on the TD/TF models and he is ably assisted by Stewart Penfound, who is busily uncovering quite a few new TA/B/C/ registrations, as well as looking after the Specials Register. Rod Sawyer keeps the Tickford Register.

Some changes, which we will be putting to the AGM (to be held immediately after the end of 'Rebuild') are as follows. Brian Norman has decided to take life a bit easier and is relinquishing the role of Treasurer. Fortunately, another ex-Banker, John Steedman, has volunteered for this vital position. As John currently looks after the arrangements for 'Rebuild' we need someone to assume responsibility for these and Peter Cole has kindly stepped forward. However, this has resulted in a vacancy for the Yearbook Editor and the Committee will be discussing this role at the next Committee meeting.

Finally, after a lot of heart searching, I have decided that it is time for me to step down from the post of Regalia Secretary. I have really enjoyed the involvement and the contact with members from all around the world, but I can no longer spare the time to do justice to the role (which is a vital one, because it is the Register's main source of income). Anyone interested?

THE DREADED CLASSIC RALLY (PART 2 & FINAL!)

Well, there are at least some people out there who are still breathing strongly enough to have an opinion and concoct a reply to 'The Dreaded Classic Rally', many thanks to Steve and Jean, here are their responses:

"So where do you fit in the hierarchy? Like you when I started to read this piece I thought "I don't fit in anywhere, I'm my own person!" but as you read on the points become more absurd but at the same time cover the whole gamut of classic car owners and those who peruse the very vehicles we own and others we admire. So what do you see in yourself?

I subject my two young sons to the "I remember whens" and "Grandad had a Victor 101 just like that" and you soon get to recognise the various types of classic owners with their mirrors, plywood boards with badges on et al. But think forward to, say 20 years from now. Will you not be but one of those very people you ridicule now? Does not the prospect of a morning's perusing of the vehicles you love take precedence over driving the damn thing? When do weary limbs dictate that driving for 100's of miles becomes too much? Or will some of us, god forbid, have shuffled off this mortal coil?

Like the "Tangerine Terror" I drive an average sports car that I have only owned for 5 years but has already become part of the family, (try keeping my 8 year old out of "dads cool car", his words not mine), so I'll not throw rotten tomatoes in his direction.

I'll leave you with something you may have read before but which sums up my attitude to my car and classic car rallies. Enjoy." *Steve Fielder*

TAILPIECE

When you let your car get dirty,
The sun shines hot and long:
If you wash it well then it rains like hell,
So whatever you do, you're wrong

If you spend a little fortune
Obtaining those extra knots,
The loss in power and miles per hour
Brands you as one of the clots.

But cane your motor with malice
Till it sound like a load of tins;
It will serve you true and astonish you
One day when it ups and wins

The moral of all this nonsense,
If you want to have your fun,
Is to do the least to the wretched beast,
And leave the rest well undone.

Harry Charnock

Thanks go to Steve Fielder for his reply and for the 'Tailpiece'. Steve asks in a PS "How many of you have been turned away from a classic rally because your car was too dirty?"

*The next reply was from Jean Burton and was headed **I don't believe it !***

*" Having read the obviously provocative article "THE DREADED CLASSIC RALLY" whilst I am certainly not going to rise to the bait, I was left wondering what point was the *Tangerine Peril* trying to make other than to air his own prejudices, and why he chose to hide behind a pseudonym ?*

I think the members should know who it is that feels so hostile. The self righteous outpourings with predilection for a certain type of hat "please do not wear a baseball cap, it's a dreadfully common device ". Come on, own up.....you are Victor Meldrew aren't you ? Jean Burton

PS Thought the magazine was great and am certainly signing up for future editions."

The Tangerine Terror comments as follows:

"Hook, line and sinker! I had expected a much greater outcry but obviously most of you must have identified and be comfortable with the situations described.

The reason for the pseudonym is to avoid waking up with a horse's head in the bed next to me, it makes such a mess of the sheets, and the horses don't look forward to it either! Tell you what I'll do, I'll put up a prize if you can guess who I am.

Here is another Victor Meldrew epistle, 'You and Your Car', my perspective of the motoring world, prejudices, warts and all. This one is a little less insulting to you as individuals so it will probably just get a few knowing nods and an even more apathetic response. If you think you can do better why not consider writing something yourself and sending it by e-mail to John James at jj@octagon.fsbusiness.co.uk.

You and your car

I am fortunate or unfortunate depending on your outlook, to own several vehicles of great variety. There are only two of us in the household so it becomes something of a burden to have the right car in the right place at the right time. It also seems like a constant round of getting MOT's, paying for insurance, paying for road fund licences and filling with fuel, not to mention the obligatory maintenance.

I don't tell you this to boast in any way but to relate my experiences whilst driving them, not from a road test point of view, but from the way other road users treat you based on the type of vehicle you happen to be driving.

At one end of the scale I have a two-seat sports/GT car with a 5.7 litre Chevy V8 and it's painted red. The performance is shattering and it is the greatest risk I have to losing my driving licence, as it is difficult to resist using it to its full potential. On the road it attracts two main reactions from other drivers, either absolute submission or absolute aggression. On the motorway, outside lane hogs often pull over and let you by. But at suburban traffic lights, every hot hatch GTI is queuing up to demonstrate their testosterone. Its only little children, who lack automotive social status conditioning, who say 'nice car', and show open interest and ask questions.

At the other end of the scale I have an M registered 1191 cc 3-door hatch with a significant dent in the tailgate. Under duress it will do about 85 mph, it has mediocre handling but it regularly returns in excess of 45 mpg. It is treated with total disdain by all other road users, I get cut up in traffic, at 60 mph on B roads I get the 'repmobile' hovering ½ an inch from the rear bumper just needing to overtake and get to the next road junction 0.372 seconds before me. Every one pulls out in front of me, as obviously someone like me driving such a vehicle has to be totally insignificant and therefore deserves to be at the back of the queue.

The most neutral response comes to the 30's sports car. It seems to draw a grudging admiration, a level of respect if you keep up with the traffic flow and just a little sympathy tinged with amusement when it pours with rain and you only have an aero screen and a tonneau cover for protection.

I have given careful consideration to work out if it is me who is changed by the car I am driving, rather than my perceptions of changes in others, but I don't think it is. My journey times over the same routes vary little regardless of whether I am driving the super car, the little old hatchback, the diesel Landy, the 30's sports car or the nearly new people carrier. Each draws its own unique, discernable and distinctive reaction from other road users, there is a difference in the way different vehicles are treated, there is a definite hierarchy out there.

In a previous job I used to drive regularly in Karachi where there is a rigid and extreme road status. Big trucks have priority over little trucks who have priority over big cars who have it over little cars who have it over motor bikes who have it over pedal bikes who in turn did their best to take out their status on pedestrians. The constant cacophony of assertive bicycle bells and car horns is hard to describe, it is mixed with loud voices of the masses trying to make themselves heard and interjected with the lowing of bovines and camels as they lumber disrespectfully with their carts through

the midst of all this turmoil. Reminds me of Milton Keynes shopping centre on the Saturday before Christmas.

It's all to do with status, that position in society you have either struggled to reach, or have had thrust upon you or worse still that you presume to have through delusions of grandeur. I think some of the worst are the Subaru Evolution 14 drivers who regard every other road user as an obstacle on their own private WRC circuit, ironically some of the best are the new drivers with their weary but tarted and treasured 1990 Cavaliers.

Back to the cars themselves, some are much more enjoyable to drive than others and it's not necessarily the most expensive or the quickest that are the most fun. I have to admit that in an obtuse way, the little, beaten up, underpowered, hatch that I drive is often more rewarding than the V8 powered super car. The super car has unlimited performance, astonishing road holding and vast reserves of braking, the little hatch has none of these. That's why it's so rewarding to drive because to drive it quickly, takes more concentration and skill, and results in a satisfying warm feeling knowing you have got the absolute best you ever can from a mediocre machine.

So the next time you feel inclined to intimidate that sorry little car in front, just remember that the driver is probably having a ball, and in fact it could well be Schumacher honing his skills to the limit or surprise, surprise, it might even be me.

The Tangerine Terror

T Register member and T Racer, Tim Patchett is offering the following new parts for sale from his "cottage industry" business:

One piece oil pump shaft and gear. Very high spec material suit TC/TF XPAG Wolsey4/44 etc @£35

Rose jointed steering bars (drag link and tie rod) suitable for TA/C direct replacement for original items, easily fitted, more positive steering and stronger. Bright zinc plate finish c/w socket set screws and nylock nuts. @£120 set

TB/F distributor drive gears . @£23

TC gearbox 3rd gears only 2 remaining @£250

TA/TC stub axles (again) only 2 sets remaining supplied with material test certificate @£530/pair

Please note all the above are newly manufactured using only the highest quality modern materials from original drawings or samples (and they do fit !!!) Tel Fax 01274 818748 Mob. 07876220175 happy.people@virgin.net

proof fixing but because the set screw passes through a clearance hole the location is not necessarily precise. The woodscrew should only be fixed once the location of the hinge has been established.

Correct Alignment of Hinges:

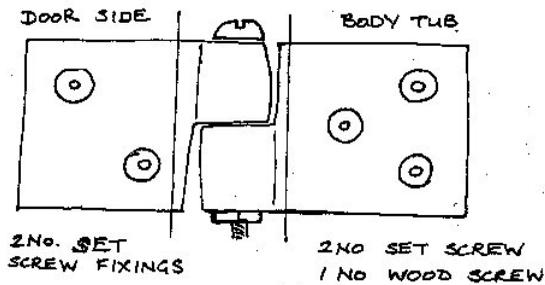
The hinge pivot axis is plumb in side view. See diagram B on p.13

The hinge pivot axis is inclined in section view. See diagram C on p.13

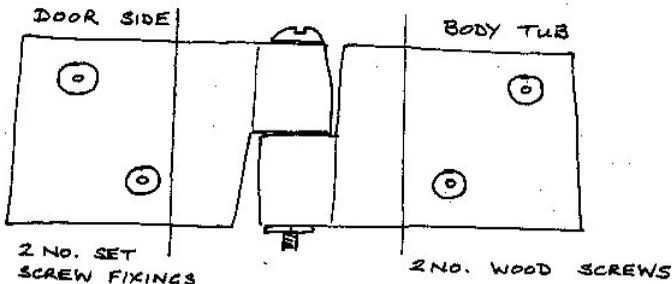
This provides for a degree of self closing of doors, providing the hinges are working efficiently. The benefit of this is that the doors will tend to swing closed if left ajar and thus be less prone to accidental damage. It does not have any benefit if the door catches are faulty and the door opens on the move!

DOOR HANGING NOTES, ESPECIALLY ON M.C.T.C DIAGRAM A - HINGE ARRANGEMENT

UPPER HINGE, SHORTER OVERHANG

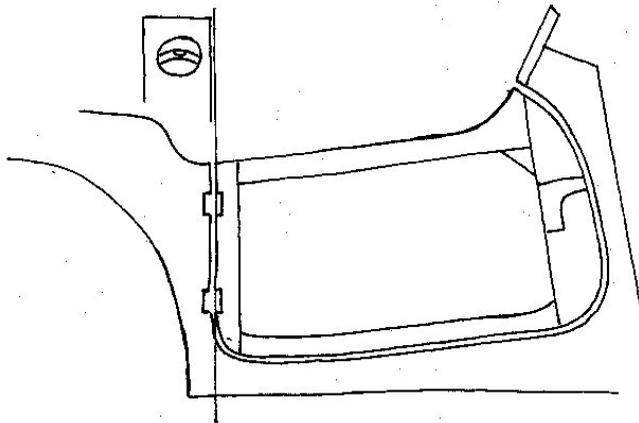


LOWER HINGE, LONGER OVERHANG



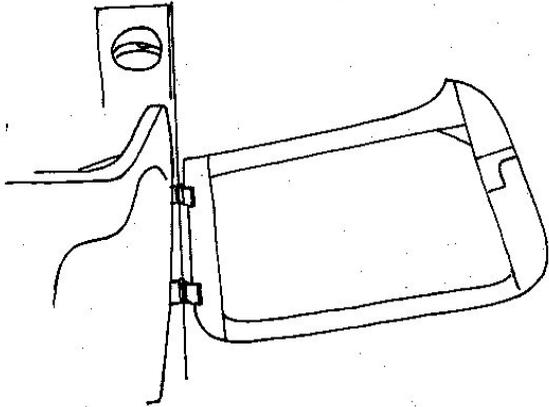
D. BARNES 3/04

DOOR HANGING NOTES, ESPECIALLY ON M.C.TC
DIAGRAM B



SIDE VIEW, DOOR CLOSED, HINGE LINE PLUMB

DIAGRAM C



VIEW FROM O.S. REAR, DOOR OPEN, HINGE LINE INCLINED.
Note: Due to variation in individual bodies, setup in Diagram C
may not be achievable.

D.BARNES 3/04

Fitting Door Latch and Strikers, especially on M.G. TC

Preliminaries: Body must be: true i.e. symmetrical
braced i.e. supported by bulkhead
body and door skinned.

Door hung with: even gap
no snagging of door, aperture and trim.
door profile matches that of bodytub.

Procedure:

1. Fit door latch to door frame using two raised head machine screws. Use a small thin probe to align threaded holes in captive plate behind door frame.
2. Fit striker to A post using two raised head machine screws to captive plate behind bodytub.
3. Close door, engaging latch bolt to striker by door handle or lever, i.e. do not slam door shut! Ease and adjust the operation of the latch where necessary by:
 - i. packing out latch and / or striker with shims.
 - ii. Adjusting the relative positions of the latch and striker by moving the units with the machine screws slightly slackened off, then retighten.
 - iii. adjust the position of the striker block by adding or removing packing washers as necessary.
4. Ensure that:
 - i. the latch bolt engages fully with 2nd or inner hole on the striker block. The 1st hole is a safety position only.
 - ii. the door has minimal free movement when fully engaged on the striker.
 - iii. striker wedge block fits snugly into the aperture of the latch.

General observations:

Rear hinged doors:

- i. provide stylish entrance / exit from car especially for long leggy passengers.
- ii. necessitate door latches to be set up effectively, to cope with normal movement of body and twisting of chassis.

FAULT DIAGNOSIS

(This Fault Diagnosis Document has been prepared by Barrie Jones and is also known as his "Trouble Shooting Guide". Barrie issues a note of caution as follows: "If there is a strong smell of petrol, do not work on a hot engine or in a confined space, and beware of petrol fumes if working over a pit.")

(a) Engine will not turn over

Battery discharged or faulty
Dirty/corroded battery connections
Faulty earth return strap
Starter jammed
Internal fault in starter motor
Still in gear?
Try the starting handle

(b) Motor turns over but will not fire

Check that you have fuel in the tank!
Check that a carburettor has not flooded
Check for a spark at the spark plugs
Check for presence of fuel in the float chambers. If there is none, suspect the SU pump
Check that the distributor side contact is not touching anything, e.g. the rev counter gearbox or the tappet breather pipe

Remove the distributor cap:

Have you forgotten the rotor arm?
Check for moisture inside the distributor cap
Inspect the carbon brush for wear
Inspect the distributor points – are they dirty or closed up?

With ignition switched on, open the points and look for a small spark

If there is none, the coil is not working (but

it might not be the coil which is faulty)
Check for power to the coil
Inspect the small wire from coil to distributor
Turn engine over and check for spark at the rotor arm. If there is a spark, the rotor arm has failed
Check the tappets. If they have closed up, could be valve seat recession.

(c) Engine misfires

Spitting or backfiring

Ignition timing wrongly set
Plug leads reversed
Air leak in the exhaust system

Regular misfire

Faulty or incorrectly -gapped spark plug
Faulty or loose spark plug lead
Burnt-out or sticking valve

(d) Engine runs-on when switched off

Fuel grade too low
Ignition timing retarded
Weak mixture setting
Tickover setting too high

(e) Engine speed erratic (Rhythmic)

Carburettor flooding
excessively rich mixture setting
Choke still out or sticking

(f) Engine idle speed too high

Tickover set too high
Sticking throttle mechanism
Faulty or missing throttle return spring
Butterflies out of alignment with each other
Butterfly out of alignment in carburettor
Air leak in inlet manifold

(g) Lack of power

Fuel starvation
Ignition timing too retarded
Coil leads reversed
Low oil level in SU dashpots

UPDATES FROM ISSUE 1 OF TOTALLY T-TYPE

TONY'S COOLING TIPS

Some of you have asked about the coolant composed of 50% water and 50% ethylene glycol to GM specification 1825-M. Indeed, I got some blank looks when I quoted this specification at my local Vauxhall dealership. So I asked the man himself and here's what he came back with: "If you can't get the GM specification Glycol based coolant then the equivalent BS-6580 will do just as well. Glycol based coolant is available from Vauxhall dealers in 1litre packs as part number 91145601 or in 5 litre packs as part number 91145602. The 5 litre pack is about £7.50. You don't have to use Vauxhall brand, I do because I trust 'what it says on the tin', just look for the GM or BS specification on the label.

Vauxhall and other manufacturers have been using Silicone based long life coolants as factory fill since about 2001 and the Vauxhall version is a pink colour. You must not mix Silicone with Glycol coolant, not even in the smallest quantities, because they turn the coolant into a jelly type consistency that you cannot get out the system. **Please pass this warning on to others.**"

OIL FILTER ADAPTERS

I have ordered 15 of the TB/TC/early TD adapters from Bob Grunau and they should be in the UK by the end of the month. I have orders for around 10 of these so some are still for sale. I am donating the small profit made on each to Register funds. There are also a couple of the late TD/TF adapters for sale. Please contact me for more details.

JOHN JAMES

TC STEERING

There are those who say that a properly set up Bishop Cam 'box should be perfectly adequate (given that the rest of the front end is in good order). I have to admit that I am currently struggling with this dilemma, particularly so because those owners who have fitted the Datsun or VW 'boxes swear by them. The following article from Paul Rundell has really set me thinking.....

TC STEERING - A VERY PERSONAL VIEW

Test drives can be very useful, but may also lead one into all sorts of misapprehensions. Our TC was bought with 16" wheels and appropriate tyres fitted, and handled satisfactorily, so we bought it without any reservations, and drove home happily.

But the real TC should have 19" wheels, so we fitted a set, with tyres and balancing, and set out to enjoy the driving experience. But that experience was far from relaxing, with the car exhibiting a death-wish by frequently diving towards the right without warning, and proving even more exciting under even moderate braking. Since all other brake parts were new, a spare set of brake drums were purchased, and by dint of much experiment a suitable combination was found which made application of the brakes no longer a suicide attempt. But the steering still left a lot to be desired; I owned my first T-type, a TA Tickford, as far back as 1957, so I had a realistic view of what was acceptable and what needed attention. And we wanted a car which could be driven in safety, and available for use all through the year, whatever the conditions.

So we started on the process of rectification, first changing front and rear leaf springs, shackle bushes, spring pins and axle bolts, then overhauling the steering box, putting the front axle on the correct way round, and renewing the king-pins, wheel bearings and track-rod ends. This was spread over a period of five years or so, with the car being used for continental and U.K. journeys, as well as day-to-day use. Each repair or replacement made some improvement, but the car still felt like a "cat on hot bricks", and was very sensitive to the state of the road surface; driving on secondary roads with a rough surface was not a relaxing experience. The steering also needed more effort than it should. We experimented with various toe-in settings - 1/2" did reduce wander, with no abnormal tyre wear or increased loading.

We drove to Silverstone last year (2003), and I had been experiencing some shoulder pain, which the drive made much worse, so much so that it crossed my mind that I might not be able to continue with the TC. However, in the T Register car park we met Jerry Birkbeck, who has a TA, and who had recently fitted a VW Beetle steering box supplied by Dieter Wagner. When I turned the steering wheel of Jerry's car, and found that, even at rest, the force needed to turn the steering was less than my car on the move, whilst the standard of engineering was far superior to that of the Bishop Cam box, I was most impressed. After discussing the project with Dieter, I determined that this had to be the way forward.

Five weeks and £450 later, the parcel service delivered the new column, box, mounting bracket and drop arm to my door, together with instructions for fitting from Dieter, which gave the installation time of 1½ hours; being a pessimist, I allowed a full afternoon for the modification. To my surprise, 1¼ hours later everything had just bolted into place, and the TC was ready for a test drive. What was just going to be "down to the roundabout, dear" became a much longer drive, as the pleasure of driving a car, which felt so much safer and predictable, brought a happy smile to my face - and that smile continues to this day!

So why abandon the standard steering box and espouse a solution which leaves the traditionalists calling for one's blood? If your mileage is as low as that of many to whom I've spoken, or you have a car which steers safely and satisfactorily, then you are fortunate and will probably be muttering about "no longer a TC"; I doubt if I shall persuade you. But if you do a lot of miles on to-day's indifferent road surfaces, and you have tried unsuccessfully to achieve a comfortable drive with a steering box which was just adequate for 1950's roads and traffic levels, but would probably have had to be modified if rack and pinion had not come on the scene, then consider this option seriously. I cannot stress too strongly the issue of safety, and the material sizes and construction of the VW box instil a great sense of well-being - one still feels one is driving a car with a steering box and beam front axle, but a better one (I can even take both hands off the steering wheel, which I could never have dared do previously). The Bishop Cam box is in the roof of the garage, but I do not think I will ever put it back. Oh, by the way, I've also replaced the axle-to-spring bolts with 5/16" UNF high tensile bolts and nuts - they are much stronger, the threads do not strip, and I can dispense with those rebound plates and counter-sunk screws. More apology for the purists!!

Paul Rundell

Editor's Note: I copied Paul's article to Dieter. He has kindly sent me a comparison of the Bishop Cam and VW 'boxes and also fitting instructions.

Steering Comparison Bishop Cam vs VW

With the BC box you have 1.75 revolutions in the TC on the steering wheel from lock to lock, limited by steering stop bolts.

With the VW box you have 2.5 revolutions in the TC on the steering wheel from lock to lock, limited by steering stop bolts.

The BC box itself enables 2.2 revolutions from lock to lock, the drop arm is 140 mm long, measured from the centre of the output shaft to the drag link swivel pin hole.

The VW box itself gives 2.9 revolutions from lock to lock, the drop arm is 158 mm long.

The difference of the 2.5 revs with the VW box compared with the 1.75 revs of the BC results in the different ratio in the boxes and the different length of the drop arms.

So the force with the VW box to turn the steering wheel is 1.75 divided by 2.5 less than original. Not mentioned the less friction cause the more modern steering box design. The drop arm itself is twice as strong as the original one.

Additional with the VW box you have absolutely no play in the steering itself. If all components of the front axle are in good order and the geometrical angles are correct the steering will self-centre with great comfort. The conversion comes complete with chassis bracket and steering drop arm, ready to fit.

Fitting instructions

First the new chassis bracket is to be bolted to the original holes in the chassis. Then after fitting the steering column the new steering drop arm is to be fitted with its round end showing to the nearside (left hand side). Maybe the exhaust pipe is to be rerouted a bit to clear against the rear end of the drop arm.

The steering is to be centered first by turning the steering wheel from side to side finding the middle point. Then bring the wheels in the straight position. By loosening the security nuts on the drop link shaft and turning both ends you connect the ball joint underneath the drop arm. The arm should not touch either the sump or the chassis on its circle turn. Ready to go.

Editor's Note: Dieter has pointed out that he does this conversion more as a hobby, which is why it is not widely advertised. Perhaps someone can come up with a similar comparison for the Datsun 'box?

A Cautionary Tale

Now I know we have all heard the warnings about Carbon Monoxide poisoning and if you are like me, you have probably not really taken them on board. I hope that what I am about to relate will convince you that one needs to pay more than lip service to these warnings.

I had installed a reconditioned unleaded engine into my B.GT, and was well pleased when it fired up with no trouble. So run it for a few minutes just to check for leaks etc. (garage door shut because of the weather). Great no problems! Switch off. After a few minutes, fire up to check clutch operation - nothing at all! Switch off, get under car, bleed and adjust clutch.

To cut a long story short the above process was repeatedly carried out trying various things to get the clutch to work until the last time when it happened.

I had crawled under the car to try something else (around 4pm) the next thing I remember was waking up (around 7pm) minus a boot and, on getting out, finding I had trouble even standing up. The frightening thing is that there was no warning at all, no smell, no drowsiness, no nothing!!

Staggering home with only 1 boot and no coat (I just could not put them on) I must have presented the wife with a pretty sorry sight when she opened the door and I was promptly put to bed, waking in the morning with the worst hangover I can remember.

The moral of this story is simple. Had I been running the engine for any length of time I would have opened the door but it was only running for a couple of minutes at a time. The gas must have built up under the car over time. Don't let it happen to you. It could prove fatal. If the engine had been running at the time and the bit of fresh air had not seeped in under the door I'm sure it would have been for me.

I class myself as being extremely lucky to be alive and now have a lot more respect for Carbon Monoxide. **Mel Brookes Mem.No.97833**

P.S.

The clutch problem turned out to be a tight bush in the flywheel.

NOTE: All articles appearing in 'Totally T-Type' are published in good faith, but the MG Car Club 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.

TF MADNESS!!!

Having rebuilt two MGB GTs over the last few years, I have always hankered after owning a T type but have never been able to justify to “her indoors” the cost of a reasonable example, until that fateful day last year when I saw the advert for what was left of STE 951, a 1954 TF.

Contact with the owner revealed that the car had been stripped down some 20 years ago pending a rebuild, which for various reasons, never happened.

Over the Bank Holiday weekend I got in touch with various people from the T Register in order to glean as much information as I could about what to look for. Without exception, they could not have been more helpful. Thanks to you all.



My downfall started when arrangements were made for me to see the “car” on the following weekend. The sight that befell me when I pulled up made my heart sink and thoughts of wasting my time and money travelling 300 miles to see what was a complete and utter wreck.

I should have turned around and gone straight home, but I said to myself “No, I’m here now, so let’s see the worst!”

The rest of the bits required to turn this heap back into a car were in boxes in the garden shed and garage. At this stage, things in my mind started to look up (obviously the first signs of my insanity) as I started to find most of the bits and all the numbers matched those given by the Club. The rapid onset of my illness was confirmed when a deal was struck and arrangements made for collection the following weekend.

On returning home complete with photos to show “her indoors” my “bargain” I cannot say that she shared my views. In fact she was almost speechless (something that doesn’t happen very often) muttering that I must be mad and should lay down immediately in a darkened room. Anyway, a trailer was arranged and we arrived to collect the jigsaw puzzle which began to frighten me when I saw the bits scattered around the trailer (perhaps the wife was right after all?).

The following 'shots' will give you some idea of the mind boggling array of bits and pieces which was once a proud TF:



Since then, the chassis has been completely stripped, all holes welded up, painted and new suspension fitted. Diff. has been rebuilt and she is back on all four wheels, now affectionately (most of the time!) known as "Tiff".

The engine is at present being sorted by Peter Edney. The instruments are ready to be sent away for reconditioning, two new seat covers are ready to go on when I can convince the wife that it's only like dressmaking (which she's good at). That only leaves the body, trim, wiring and fitting out to do. Oh! and the spraying.



At the outset of this project I was sure that it would take about three years, (silly me) but twelve months down the line I'm far from convinced, Still it may all come together even if I still don't know where all the bits go.

Apologies for inflicting you all with this story but my therapist assures me that it will help my condition.

Further bulletins will be issued as and when he thinks it is necessary.

Mel Brookes Mem. No.97833

Editor's Note: Presumably, the further Bulletins will report on both the car's progress and the owner's condition?

NEW SPARES – QUALITY ISSUES

(The following has been received from TD owner Chris Lewis. Chris also owns a 4-seater PB and there is also an Austin 7 in the 'stable'.)

Your vision of a strong technical bias to support maintaining and using the cars is worthy of support - at a time when the quality of some spares is not what it should be and there is still the occasional owner who needs convincing that daily and / or hard use of a T-Type is possible with both reliability and full use of the throttle pedal travel within the advertised r.p.m. limit!

Comments in issue 1 about the quality of spares suggest that the situation is not improving, and prompted by John Steadman's headline "**Why Can't They Get it Right?**"(page 10), I wonder if 'they' (the suppliers), know what we (the users) consider is right.

Anyone needing a spare part for a Bugatti would be re-assured to know that the Bugatti Trust (well worth a visit - at Prescott Hillclimb) holds (I understand) copies of every drawing produced by the factory. Apart from their historical importance, the drawings provide an excellent basis for judging and ensuring the 'rightness' of newly produced spares.

As far as I am aware, there is no such complete archive of drawings of T Type components (whether designed by M.G. or their suppliers), and, even if there were, there would be all sorts of ownership and product liability issues in making them available to makers of spares and to us, the car owners. However, there must still be a strong case for gathering what original information has survived, for future reference.

In the meantime, we have to rely on working back from original components, and sharing information. For an injection of enthusiasm in this and in using your T type properly (even if it's not a TC!) I can thoroughly recommend Mike Sherrell's book "TCs Forever!".

Armed with all the information that can be gleaned from books, original parts lists /workshop manuals, and original components,

perhaps we should all be more active in letting suppliers know that we expect their components to be 'right'.

Ask yourself whether the component you have just bought is equivalent to a new, original component in terms of its:

- Form
- Fit
- Function

If it's not, send it back! If it is, let the rest of us know where we can get one!

Possible areas (from TTT issue 1), for improvement over what's available would seem to include:

- Side screen sockets (page10)
- Thermostats (page18), which blank off the by-pass only when the thermostat is fully open, thus ensuring a good flow of water (and hence more uniform metal temperatures) through the engine, regardless of whether the thermostat is shut, just opening, or fully open. The original bellows type thermostat did this perfectly adequately, and is very reliable - provided a decent coolant is used to avoid corrosion and limescale- which can jam its action. (no- one uses just tap water these days - do they???)

Best wishes,

C G (Chris) Lewis

POLYURETHANE BUSHES

At 'Rebuild' 2004 there was considerable interest in polyurethane bushes for the front and rear suspension of the TD and TF models. I am willing to put together an order with SuperFlex if there is sufficient interest. I anticipate a discount of 20% and free postage....

If you would like to participate, please contact me by e-mail or by post, specifying your requirements.

Kit (1) Lower front suspension bushes x 4 = £25.92

Kit (2) Rear shackle bushes x 8 = £14.72

Kit (3) Rear spring pads x 4 = £22.97

Contact details: Barriej@eurobell.co.uk

Barrie Jones, Little Goosewell, Stoke Climsland, CALLINGTON Cornwall
PL17 8LW

TD TIPS FROM THE OWNER OF MLT 913

(By way of introduction, I got to know Charles Becker {owner of MLT 913} as a result of an enquiry by a 1950s owner of the car {Terry Wheeler}, who wondered if his former car was still around. I contacted Charles, who was delighted to learn of an early owner of his car and the two have exchanged correspondence and are due to meet up soon).

I have owned my car since Oct 1969 and apart from a total rebuild, have done many little mods, which readers of TTT might be interested to know about. Some are bought items and some are hand made by me using my Myford lathe (most T-Typers will either have one or know someone who has one).

None of our cars were fitted with rear reflectors, which is now an MOT requirement. TD and TF cars have bumpers, so you can fit the rubber backed round disc type by drilling the bumper FROM THE REAR SIDE i.e NOT the chrome face. An alternative to drilling the bumper is to buy cycle ones from Halfords. These come in a matt black finish with stalk for mounting to the fuel tank chrome domed bolt, so all T-types with or without bumpers become legal.

Visit your local Yacht Chandler and buy 2 BA/ 3/16 BSF counter sunk screws ½” in length in stainless steel for the windscreen stanchion to frame. No more rusted bolt to the tapping plate. Likewise, ¼” in length bolt for the corner brackets.

Several parts of the wiper assembly have been made by me on the lathe using stainless steel.

The flat washers on the front apron tend to rust and cut into the paintwork when screwed down. Make them in stainless steel with chamfered edges FACING DOWN on the paint surface. Then they won't cut the paint and they don't rust.

TD wheel cylinders use a ⅝” cup. Just happens to be the same as a Ford Transit clutch cylinder (early models).

XPAG engines tend to amass oil around the spark plugs. This is caused by the head warming at a different rate of expansion to the push rod tubes, which are press fitted. Make a suitable drift and tap the tubes away from the head face, then swage the tubes and drift them back down. It really does help, but won't cure the oil leak completely.

I have found through my dealings with the XPAG engine that the “It won't leak” rear oil seal doesn't work. The original gasket does work when properly installed.

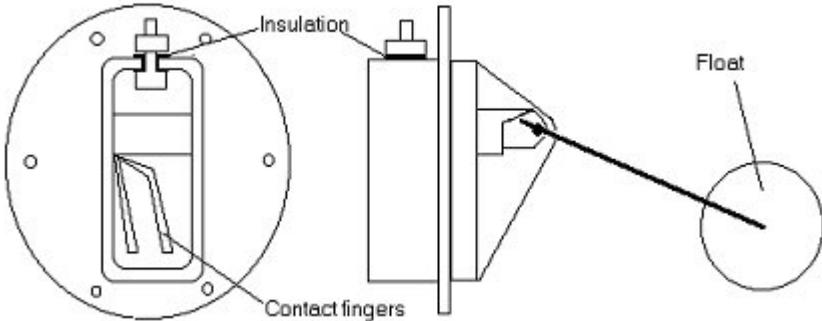
If members should buy the front anti-roll bar kit from a well known supplier, the front drop links need to be shortened by ½”, otherwise it fouls the steering rack track rod ends (several owners I met at Chatham 2 years ago had found this out too).

Charles Becker

Totally T-Type, March 2004 25

TC Tank Sender Unit.

The system for informing the driver of the fuel level in the T Type has never been very sophisticated. The TA and TB used a Main / Reserve tank system, and the TC, TD and TF used a warning light to tell the driver that there was only a couple of gallons left. For those of you unfamiliar with a Main / Reserve system, there is no separate Reserve fuel tank. The fuel tank simply has two outlets; one two or three inches above the bottom of the tank (the Main outlet) and the other at the bottom of the tank (the Reserve outlet). Both outlets are connected by separate pipes to the fuel tap on the bulkhead. When the car coughs and splutters due to fuel starvation the driver turns the tap to Reserve and the lower outlet supplies the pump. This gives him another couple of gallons.

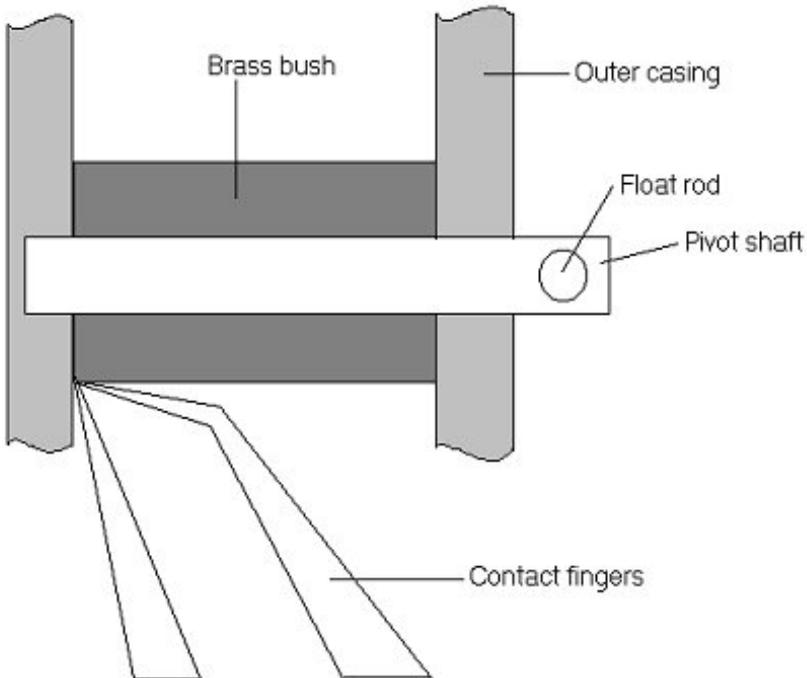


Sketch showing sender unit used on TC

There are some disadvantages to this system. If the driver forgets to change the tap position when he refuels, then the next time the engine coughs and splutters he really is out of fuel! The system uses almost twice the amount of copper fuel pipe, and the fuel taps are prone to leak when the cork seals start to wear or dry out.

Probably for the same reasons as centralised lubrication was dropped, (economy) the Main / Reserve system was dropped for the TC. The benefits of the warning light system are two-fold; the driver does not have to reset the fuel tap as the light goes out when the fuel level is above about three gallons and the risk of fuel starvation at a tricky time is eliminated. (At least due to the need to change to Reserve!) A single copper fuel pipe leads from the bottom of the tank to the fuel pump. A sender unit mounted a few inches above the bottom of the tank is a simple contact switch

controlled by a float. Normally the float will be held high in the fuel keeping the contacts apart. When the fuel level falls to about two and a half gallons the float will be at the surface of the fuel. Movement of the fuel will cause the float to move making and breaking the contact. The fuel light will flash. When the level falls further the fuel light stays on permanently. Or at least mine does now!



The sketch (page 26) shows the unit viewed as it sits in the tank with the switch cover removed. The one above is a side view showing the position of the float. In the sketch I have shown the copper finger contacts which are connected to a shaft on which the float pivots. A rectangular copper contact is secured below the outer lid. This has been excluded for clarity but is attached to the terminal screw and both it and the screw are electrically insulated from the main body of the unit. When the float is high in the fuel the fingers do not make contact with the rectangular contact. When the float falls the finger contacts move to complete the circuit between the copper rectangular contact, (and hence the terminal screw) and the outer casing. This then lights the warning lamp on the dashboard.

There exists the possibility of fuel finding its way into the switch housing and sparks from the switching causing an explosion. In practice the switch housing does indeed completely fill with petrol, the contact is made under fuel but as there is no air the risk of explosion is negated.

When I acquired TC2034 it was a heap of bits. Amongst the bits were two fuel tanks, neither particularly good, but repairable and both had sender units. Unfortunately neither of these appeared to work when tested with an Avo-meter. By undoing the 3/16 Whitworth slotted screws securing the units to the tanks they were removed. One was corroded solid and had lost the float. The other seemed saveable. As it turned out, the removal of a large amount of white powdery material revealed the internal contacts of the 'corroded' unit to be in first class condition. A simple cleaning job soon had the unit working by turning the float shaft but the cast housing was in poor condition. I decided to rebuild this switchgear in the better housing.

The float and its attachment rod simply push into the pivot shaft. Removal is simple. The pivot shaft passes through the outer casing and into a cylindrical brass bush to which are attached the contact fingers. The end of the pivot shaft does not penetrate the other end of the housing casting. The bush is a tight fit on the shaft and holds the shaft in place. To remove the shaft it must be pulled out. A simple puller was made from a 5/16" BSF bolt and a small piece of 5/8" bar. The head of the bolt was removed and axially drilled to 7/32". This was cross-drilled to 3/32". A steel pin passes through the cross drilling and the hole in the pivot shaft. To make the bolt fit most of one side was ground away. The 5/8 bar was drilled to 3/8" and cut to fit over the housing. (See pictures.) This arrangement allowed the pivot shaft to be gently withdrawn, leaving the bush and contact fingers in the housing.





My float sounded as if it was half-full of sand and sadly it sank when tried in paraffin. (Petrol is less dense than water. Something that floats in water may not float in petrol. Paraffin has a similar density to petrol but is a bit less dangerous to play with.) The float rod passes through the float and is secured at both ends with soft solder. By melting the solder the float could be removed. The possibility of the float containing thirty-odd-year-old petrol never entered my head. I set about melting the solder with a blowtorch with inevitable results. First a few flames (remnants of the paraffin perhaps?) and then a fair bang, all within a few seconds. The largest part of the float shot down the garden in a graceful if somewhat spectacular arc leaving its trail of napalm to set a few small blazes in its wake. The main conflagration enabled me to find the float (less one end cap) easily. The other end cap has still not re-appeared. Fortunately, my wife was out at the time! For future reference a large soldering iron would seem to be the tool of choice.

Moisture in the fuel must have caused the float to rust. Pinprick holes, too small to let water pass had let petrol in. A new float was made using brass. The main body was rolled using pyramid rolls and silver soldered along the seam. In order to make the end caps a couple of press tools were needed. The first stamped out brass discs $1\frac{1}{2}$ inches in diameter, and the second raised a $\frac{1}{8}$ th rim around a $1\frac{1}{4}$ disc to form the actual cap. These were drilled to take the rod and soft soldered together. The picture shows the new float along side the charred remains of the old one.

Careful re-assembly ensured the position of the shaft within the bush was correct. The contact fingers have to complete the circuit when the float is just short of its maximum travel. Cork gaskets between the switch housing and the lid and the main unit body and the tank complete the job. The contact between the pivot shaft and the housing should be good enough to

ensure electrical continuity although a thin film of fuel may cause this contact to be broken. To prevent this possibility I linked the brass bush to the outer body with a piece of thin wire to guarantee electrical contact.

© Stephen Rigby 2004.
(MGCC Member No. 98425)



TC2034 belonging to the author

Editor's note: Thank you Steve for a very informative article which really does show others how to do it. It wasn't until yesterday that I realised that my sender unit worked when the light came on. I wasn't sure whether to be pleased (that it worked) or worried (because, as I was out in the 'sticks' I knew that a garage was quite some distance away). I didn't know at the time that there was so much petrol still available when the light comes on – it doesn't look that much when you peer into the depths of the tank!

Steve has also given me another article about making his own oil filter canister with plenty of helpful photos and a diagram. Unfortunately, I have had to hold this over to the May issue as space is presently at a premium.

AN INVITATION FROM THE NAYLOR CAR CLUB

The Naylor Car Club is celebrating its 10th Birthday and the 20th Anniversary of the launch of the Naylor "TF 1700" with a weekend in Cambridgeshire on 8th/9th May with the Saturday being spent at Duxford. T Register members are invited to participate and further details can be obtained from Freda Taylor, 21 Anglesey Place, Great Barton, BURY ST. EDMUNDS, Suffolk IP31 2TW

TF TIPS – AN EXPERIENCE IN FRANCE

In the summer of 2003, Sheila and I were looking forward to our bi-annual trip to Luxembourg for the Ardennen Meeting of the MGCC of The Grand Duchy. The TF was prepared and the usual stock of spares assembled, just in case! Fan belt, fuel pump, plugs, carburettor spares, points, condenser, water pump, head gasket etc. I almost packed a dynamo, but said "What the hell, it was only reconditioned 3,000 miles ago and I need space for wine!" First mistake!

It was mid August and we were being joined by friends, Robert and Angela Lemon in their MGB. They arrived at our house from the Lake District on the day before our early morning departure by Eurotunnel. Our evening meal and planned relaxed evening were interrupted by his car having no clutch. It turned out to be a perished rubber seal in the slave cylinder. At this time of day, everywhere was closed, but I remembered some special super glue I kept in the fridge. It worked, and we made our channel crossing on time.

We had a happy and uneventful time, visiting Ypres on our way to Luxembourg. After the rally in Luxembourg, we replaced Robert's clutch seal (I was somewhat smug with my rod operated clutch on the TF) before our departure for Beaune, via Alsace, the Black Forest and Basel, with, of course, a visit to the Schlumph in Mulhouse. Oh yes, whilst in Luxembourg I also bought a BRG MGRV8 – why not! Meanwhile, the TF behaved perfectly, the balanced XPEG 1500 with lightened flywheel, pushing her along at speeds of up to 75/80 mph with no problem, all nicely balanced with the 4.5 diff.

As we arrived at our Black Forest destination, I began to notice an unusual noise from the engine. This changed from time to time and within the rev range. We listened to it with the mechanic's stethoscope – the long screwdriver – and diagnosed the water pump. Second mistake!

Being experts, we decided to lubricate it with some oil and added this with a whole container of anti-freeze to the water system, You can imagine the look on the face of the German garage assistant at these strange Englishmen purchasing anti-freeze in the middle of the hottest summer in living memory! Well, it appeared to work – the noise had gone.

After or stay with friends in Germany, we set off for Beaune and everything was fine. We arrived there in good time and enjoyed the town, the hospitality, the food and the wine. Our next and final stop was to visit friends in the hilly area of Southern Burgundy, near to Chalon Sur Soane. We were getting on for Lyon by now.

The afternoon was cool with a little rain threatening and after visiting Chateau Mersault, we set off for an intended early evening arrival in Southern Burgundy. It started to rain, so we put the hoods up. I became a little worried by the noise, which had reappeared – still, I thought, I had a spare water pump with me.

About 20 minutes from our destination it happened. There was a cloud of smoke everywhere and the ignition light came on. I quickly pulled into a convenient layby, diagnosing a broken fan belt. Wrong! – the dynamo had seized solid. Swear words were uttered – new dynamo in England! Robert suggested strapping the fan belt away from the crank pulley and continuing without the fan or water pump. This we did and thanks to the XPEG and M.G., she completed the journey thermo-syphoning. The water temperature stayed constant at 85° all the way. We did not stop in the towns!

After finding our friends' house in the middle of nowhere, we decided to eat and drink and deal with the TF in the morning. Needless to say, I rose early and soon had the dynamo off. We then dismantled it to find that the front bearing had seized. More swearing! Our friend, John suggested trying his local garage, where Monsieur le proprietor was bound to have a press and a spare bearing – roulement! The bearing was soon out, but of course, he was unable to find an imperial bearing. He was, however, undeterred and offered to obtain one from Lyon. It was Saturday morning and Monday lunchtime was the earliest he could envisage receiving it. We waited and enjoyed the towns and the countryside of Burgundy. I had considered getting a bearing sent out from MOSS, but was told that next day delivery was a myth in France. I could have phoned Ton Maathuis in Luxembourg, but that was surely too far to ask a man to travel. Why couldn't this have happened in the Black Forest, where M.G.s are actually to be found?

Monday lunchtime came and, yes, you've guessed it! – maybe, maybe, Wednesday. By now, we were fed up and wanted to go home. All thoughts of roadside repairs had faded for good and a phone call to Europ Assistance worked wonders. At 5.00am the next morning, a transporter arrived and by lunchtime we were approaching Calais. We had to use the ferry rather than the Tunnel as we didn't arrive under our own power. Firstly, it was extremely expensive and then, of course, I drove on and off the Ferry under our own power. At least the owner of the RV8, who even delivered the car for us, was able to use my Tunnel ticket. Sometimes things go right!

We had to wait at Dover for another transporter and then arrived home in High Ongar about 8.00pm to find Robert and Angela waiting for us. They had bought some mussels in Calais and all the ingredients for Moules Mariniere, which I, as the very tired expert had to cook. After a good night's

sleep and bidding farewell to our friends, I fitted a replacement dynamo in 20 minutes, which worked fine first time. Why didn't I take it with me?

I now have a spare front bearing in the TF's tool box – will it ever be used? I am also investigating the supply of temporary fan belts to bypass the dynamo. Our Australian visitors at Tintern use them and I have found a source in Watford which I am investigating as well. I will keep you informed.

Dynamos.....don't leave home without a spare one!

MALCOLM HOGG

SO...YOU ARE INTERESTED IN RACING A T TYPE MG?

Please make contact with the T Register; we can help...

Here are a few of the steps necessary, and these brief notes can be expanded upon with just a phone call or email.

Finding a car...many of ours are professionally prepared. Occasionally you might find one on the market, but unlikely.

Have you raced before? If not, then a day with instruction is now compulsory. Not too costly, and skills are acquired thick and fast.

Insurance, licence, clothing such as fireproofing, headgear etc; we can advise on all of this if you need us to. Plenty of kit is compulsory these days.

Programme for next season is always available from the Competitions Secretary and on our website; there is always plenty of opportunity to race your T Type.

The MGCC website also lists all club results plus links for other series/races, so you can see our level of activity.

The most helpful thing is for you to let us know of your interest: we hope we have all the answers through decades of experience!

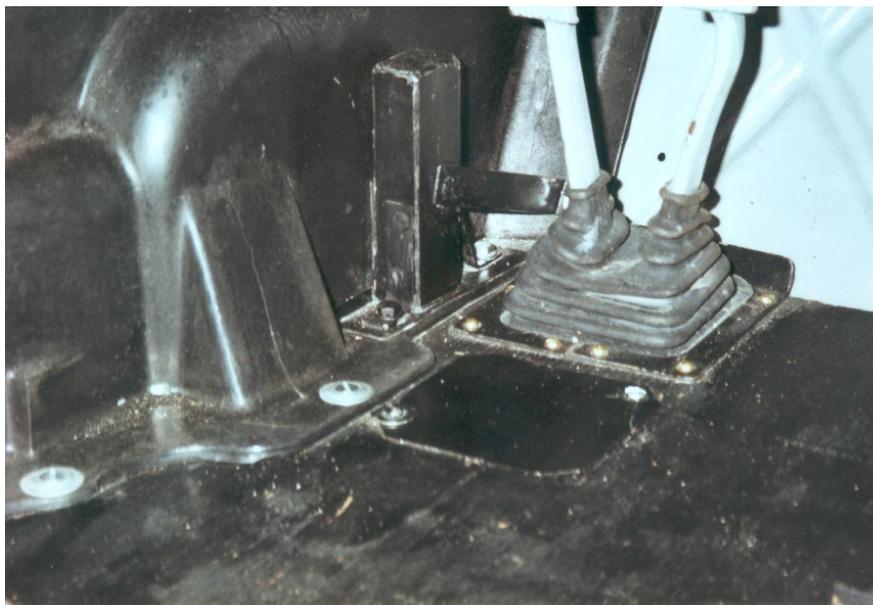
We are friendly and welcoming; don't hesitate to make contact and, we hope, join us.

Christopher Tinker , MG Car Club 'T' Register Competitions Secretary.
(01473) 461252 email@tinker.go-plus.net

REST FOR CLUTCH FOOT FOR TC

John Saunders sent the following short article, along with one on fitting a heater to a TC (which has been held over for a future edition).

The photograph below shows a simple foot-rest I have installed to be able to place the left foot clear of the pedal without impeding clutch operation.



The photo gives a good impression of the dimensions and position. The rest itself is of wood; this will be easier on my ankle than metal, in case I accidentally contact it. I installed a metal brace to one of the bolts fixing the transmission tunnel cover to the foot board.

In a later modification, not shown, I countersunk this strip into the block and used a sturdier strip section. The base of the block is fixed to the floor board by a steel bracket fastened by bolts screwed into cylindrical nuts let into the floor underside. My feet are small, but I suspect the arrangement would be useful with larger shoe sizes. There is more room around the rest than I had originally expected.

Editor's note: I don't have a foot-rest on my TC, but I find that I can fit my (size 12) left foot and rest it on the floor to the left of the clutch pedal with comfort (which I can't do with the PB).

DIARY OF “THE BLACK PIG”

(Allan Scott purchased his TA {DBP 566} in April 1961. He has written a series of short articles about life with “The Black Pig”. The first, reproduced below, tells us how it got its name).

MGs are very sociable creatures, which congregate without human prompting. So it was that I was able to drive other cars. The first thing I noticed was the handy stubby gear lever. Not a floor mounted magic wand. Also the agile change of direction. My TA was definitely nose heavy. Attempts to drive faster than its chosen gait, resulted in terminal understeer. However, it was noticeably quicker and an effortless tourer.

During one of these sessions I was learning how to set tappets, resulting in a rocker box oil leak. I found that I had the wrong gasket so I took the car to Whites. They found that the engine was not MPJG but TPDG 12H.P. and provided a gasket. You couldn't tell just looking at the engine, even with a standard TA alongside. It explained a lot of things, particularly the extraordinary high wear rate in the front suspension. I wrote to Abingdon. TPDG ex-Police engine. Wolseley gearbox. They advised me to get rid of it quick! This was a terrible blow. Running a car on apprentice's wages necessitated using scrapyards spares and now, I begrudged even that.

The natural habitat of the car was the Meon Valley road, commuting from Farnborough to Gosport and the A272 to Petersfield. Perfect 60mph sweeping bend MG roads. One fine October day, we visited a farm at Beauworth, parking the car at the top of the yard. Various animals were loose and we were amused to see a small black piglet, standing on the back of the seat. We tried to shoo it off, but it dropped into the footwell, panicked and tripped the fly-off handbrake. The car set off down towards the stys. I dived over the tank, heaved on the lever and stopped just short of the sty wall. I was confronted by an angry sow. Release piglet. Back up, slowly!

So there we have it! A depressing discovery, an animal interlude and a BP registration. What other name could it have?

Allan Scott

Editor's Note: It was good to see Allan at 'Rebuild' yesterday. He has been none too well of late but is slowly recovering.

THE SAGA OF THE SAGGING FRONT LEAF SPRINGS ON TC0750 – UPDATE

I am afraid that there is very little to update. I did as I said and put the old nearside spring back on the TC and took the car down to Peter Cole's house in Bognor. I collected the car from Bognor a couple of weeks ago and have been using it almost every day.

Due to the volume of correspondence I've received, both by post and by e-mail, I really haven't had much time to do anything on the car. A further diversion has been the need to keep my PB engine builder supplied with various new parts to move the job along.

However, the "advertisement" from Barrie Jones on page 24 for Polyurethane bushes for TD/TF models concentrated the mind since the rear shackle pin bushes (both shackle pins) on the TD/TF (Kit 2 in Barrie's advert) are the same as the front (top) shackle pin bushes on the TC. It would therefore be possible for TC owners to take advantage of the prices quoted by Barrie (these are net prices after discount) and fit improved bushes to the front spring shackle pins. The top shackle pin bushes should be a proper fit and the bottom ones will need to be trimmed (I reckon by $\frac{1}{8}$ " each one) to fit properly. The $\frac{1}{8}$ " of trimming from each bush is to compensate for the $\frac{1}{8}$ " washer brazed to the inside face of the bottom of the shackle pin. If anyone disagrees, perhaps they will let me know.



This is Roger Corry's TC "Paint Shop" complete with low bake oven!

Roger also sent me some photos of some gearbox strengthening plates, which he had fitted. I hope to be able to include these in the next issue.

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2 Dunlop C49 5.50x15 cross ply tyres and tubes. Slightly used. £20 each.
Roy Miller Tel. 01753 884653

Wanted

10½ pint TF sump with or without fins. Frank Albers Tel: 01423 781311

And finally..... I hope you have enjoyed Issue 2 of Totally T-Type. Thank you to all who have contributed. Issue 3 should be out around the third week in May.
JOHN JAMES, EDITOR

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