



Alan Webster with his TA at Longbridge





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# THE EDITOR

Well, that's another Silverstone MG International event which has come and gone. The weather was not at all kind to us (although, mercifully, it did stay dry for most of Saturday afternoon's racing) but it did not dampen our spirits. The highlight of my weekend was meeting so many members from around the globe, including a special welcome to my "pen pals" from Argentina. The downside was camping on a swamp (I now know what a water bed is like!) and getting the car stuck in the mud on the camp site. Fortunately, six brave souls pushed and rocked the car to get me out of the mire, but it was a close run thing and I really thought that the services of a tractor might be required.

The delegation from Argentina visited Kimber House on the Wednesday before Silverstone and presented the MGCC with an engraved shield. The MGCC reciprocated with some engraved crystal glass. After touring Kimber House, who better to look after them for the rest of the day than ex-factory employee, Brian Moylan! Brian showed them around the site of the former Factory, entertained them to lunch and then took them to the MG museum room which is housed on the top floor of the Abingdon Town Museum. Thanks a million Brian – you really did them proud!

The MGCC has many unsung heroes. One of these to whom I am most grateful, with my "Safety Fast!" editorial committee hat on, is Martin Price. Those of you who have read Martin's race reports in SF! surely cannot fail to be impressed with his written commentaries and excellent photographs of the action. Indeed, one could almost have been seated in the grandstand, watching the race, such is the manner in which he makes the race live. If I tell you that he covered the whole of the Silverstone International programme and stayed up until the early hours to write up his race reports to get them into the July edition of "Safety Fast!" then you will appreciate his contribution. Thank you Martin!  
*(continued on page 4)*

|                                  |         |                                       |         |
|----------------------------------|---------|---------------------------------------|---------|
| Editorial                        | Page 3  | T Register news                       | Page 5  |
| It's the little things....       | Page 9  | A tale of three TAs                   | Page 11 |
| Coil return springs and brackets | Page 14 | So how fast are we going?             | Page 21 |
| Gear Lubricants                  | Page 23 | The "Malcolm Campbell" steering wheel | Page 25 |
| Those were the days!             | Page 27 | Competition fittings for the TA       | Page 28 |
| Fitting front wings              | Page 30 | Common problems with paint finishes   | Page 33 |
| Unusual histories                | Page 34 | Cars For Sale                         | Page 35 |
| Spares For Sale                  | Page 37 | 'T' Register Officers                 | Page 38 |

Whilst on the subject of unsung heroes, Bernard Rennger, who for many years, along with his “right hand man”, John Watson, has spearheaded much of the Silverstone operational arrangements in conjunction with the Kimber House staff, has sent the following message to Register Chairman, David Butler:

*Can you please pass on my thanks to the members of the T Register who helped the MGB Register set up the Silverstone event, assisted with traffic management Sat/Sun and helped to take down signs/tents and pack away on the Sunday evening. Perhaps a note in Totally T would be appropriate.*

David has asked me to point out that we did not really have enough volunteers and that we will need to find more next year – so let’s rise to the challenge!

During the course of the Silverstone weekend a ‘T’ Register member came up to me, bemoaning the fact that TTT is not free to members and he didn’t see why he needed to pay for a TTT subscription on top of his MGCC membership. Biting hard on my tongue, I was nonetheless offended enough to retort that “did he realise all the hours I put in free of charge to produce it?” On reflection, he could not have understood the economics, for each edition of TTT costs around £1300 in printing charges and postage. In round terms that’s £8000 per year which has to be recovered via membership subscriptions and advertising revenue. However, I do appreciate that he has a point worthy of further consideration and I have always been mindful of the level of subscription which has to be passed on to you, the subscribers. We have a massive imbalance of ‘hard’ copy subscribers and Internet “subscribers”, both in terms of numbers and in terms of income generated. Whilst I am most grateful to a small minority of Internet subscribers who have been incredibly generous in sending donations (some as much as £40) by PayPal, the fact is that we get no other income from Internet “subscribers” and the time has probably come when we need to do something about this. The good news is that TTT finances are on a sound enough footing to enable me to announce at this point (sounds like Gordon Brown, doesn’t it!) that there will be no increase in TTT subscriptions for 2008. If we can find a suitable formula for Internet subscribers to contribute then we might be talking in terms of a reduction for ‘hard’ copy subscribers further down the line.

I must apologise for the late receipt of the May TTT. The fault can be laid entirely at Royal Mail’s door. This once proud organisation took eight working days to frank the mail and send it on its way to Delivery Offices around the country. Of course, nobody will own up to holding it, or can explain why it was held up – this has prompted me to comment that perhaps the mailbags became invisible for 8 days! At the time of writing, they agree that there are grounds for compensation, but they are making it virtually impossible to claim it. I will fight very hard for compensation!

# T REGISTER NEWS (Compiled by John James)

## PAST REGISTER EVENT

### 1. Register Trip to Normandy (11<sup>th</sup> to 14<sup>th</sup> May)

Whilst typing this update, Grant Humphreys has just e-mailed through his report of the trip. Grant's report will be included in the next 'T' Register Newsletter, which is scheduled to appear in the September "Safety Fast!"



I've also just received a CD from Grant with some photos of the event. That's Grant's car on the left, having just crossed the Pegasus bridge.

As I go to press, there is talk of a trip to the Ardennes next year. This is due to be discussed at the next Committee meeting on 15<sup>th</sup> July.

### 2. Silverstone International Weekend (22<sup>nd</sup> to 24<sup>th</sup> June)



The Friday night 'natter' was voted as the best ever and thanks must go to John Steedman for organising the snacks and drinks and for serving it up as well.

The Regalia stand was quiet, but steady, on the Friday and the Sunday, but was extremely busy at times on the Saturday. We were complemented by at least two other Registers on the range of our regalia.

I understand that the Traders, most of whom were ankle deep in mud, did not do as well as in previous years. The weather obviously kept the numbers of visitors down, particularly on the Friday and the Sunday, and less visitors translates into less customers.

It was claimed that the advance ticket sales for the event were 30% up on the previous year and it remains to be seen as to whether numbers are up overall, bearing in mind that gate receipts would have been markedly down, due to the weather. Against this, the grids were full for the racing and a tight control was kept on expenditure for the meeting.

It is the view of some that the event is getting a bit stale and some new life needs to be breathed into it to maintain interest. This will be discussed at the next 'T' Register committee meeting due to be held on 15<sup>th</sup> July.

## **FUTURE EVENTS**

**1. 'T' Party – 1<sup>st</sup> July** At the time of typing this news item, the 'T' Party is a future event. However, by the time I've finished the magazine it will have been a past event. Notwithstanding this, I'm going to leave it as a 'future event' and there will be a report in the next "Safety Fast!" T-Type Newsletter (scheduled for September).

**2. The Autumn Tour 7<sup>th</sup>/8<sup>th</sup>/9<sup>th</sup> September** Peter and Vanessa Cole report that they now have entries for 65 T-Types. As I compile this News section, they are on holiday, but they will be busy mapping out the routes as soon as they get back.

As it is unlikely that we will get much further interest from the T-Type community we have thrown the event open to other models of MG in an endeavour to fill all the rooms in the hotel. It is therefore possible that we will have another 12 cars.

## **3. MGs on Track (MGoT)**

This is potentially a new type of event for Register members. I'll leave it to Graham Brown to give you the background to our possible involvement and what it entails. Over to you Graham .....



### ***“Does your MG just beg to be driven?***

***You own an MG and it stands to reason that you enjoy driving it, but unfortunately modern driving and road conditions make this more difficult to enjoy. What if you could spend an entire day driving a smooth piece of tarmac with no speed humps, road junctions or oncoming traffic – somewhere with challenging twisty bits and the odd straight to put your foot down – does that sound good?”*** ( MGoT Leaflet quote)

*If this sounds appealing – then read on.....*

Following consideration at our last Committee meeting of a suggestion from one of our members that we consider the possibility of a 'T' Register session at a Track Day, organised by MGoT (a Branch of the MG Car

Club), promising discussions have been held with MGoT organiser, Dave Livingstone, who is fully supportive of the idea. If we are to 'dip a toe in the water' to see how such an idea might be taken up, how best to organise the arrangements and also to treat this year as a learning curve for possible further formal calendar sessions in future, by participating in the Track Day to be held at Castle Donington on Friday October 5<sup>th</sup>?

Briefly, a day's programme starts at 9.00am with 6 one hour sessions divided into 3x 20 minute sessions. For £135 you get a 20 minute session each hour in a group of up to approx. 25 cars of similar performance – i.e. 6 x 20 minute opportunities in a day to feel like a 'Grand Prix champion'. A training session is available for £10 and helmets can be hired for £20. Cars must be MOT'd and roadworthy but the decision on whether you take out additional track insurance is optional – your normal insurance does not cover you - but the risks are stated to be low if you act responsibly. Details of this and many other frequently asked questions can be found on the MGoT website – [www.mgs-on-track.com](http://www.mgs-on-track.com) which it is recommended that you look up if you are seriously interested. If you feel you would like to participate then we need to be confirming this by around mid August and a prompt response after reading this will be necessary. We are considering extending this invitation to the Triple-M Register in order to get sufficient interest. At this stage we are seeking levels of SERIOUS INTEREST to see if the idea is worth pursuing. If you feel you might be interested but say on a half day basis to reduce cost and fear of excessive wear and tear on driver and car, if a full days participation might 'bring out too much of the Stirling Moss in you', then we would still like to hear from you as this could affect the way the day might be organised. Once the level of interest is clear we will quickly sort out a sensible plan and get back to finalise details and entry arrangements.

Finally, these events are NOT racing events but an opportunity to put your car and you into a controlled 'race environment' but with a greater degree of freedom than was possible in the Silverstone 'Lap Sessions' which were offered a few years ago.

If you would like to be considered then please let Graham Brown know ASAP on 01234/358729.

**Ed's Note:** Purely from a personal point of view I think I would prefer a half day's introduction. This is nothing to do with cost or driver/car fatigue but has everything to do with a "dipping a toe in the water" approach to test whether I am comfortable with all this – after all, the PB that I would use is now over 70 years old!

*Totally T-Type, July 2007*

## **The TA/B/C King Pins and Bushes Project**

This project (which was not a Register project, as the Register does not deal in spares) was a long time in the planning, but once the material specifications were finalised, it quickly came to fruition.

30 king pin sets, comprising of the pins, wrapped bushes (steel backed bushes as originally used when the cars were new), thrust washers with eccentric grooves, and cotter pins, were made and sold out very quickly.

In actual fact, 75 car sets (300 bushes) of the wrapped bushes were made to get the unit cost down to an acceptable level. After supplying 120 bushes to make up the king pin sets, 180 remained, of which 100 were sold, leaving 80 bushes in stock.

It might seem convoluted logic, but in order to use up the 80 remaining unsold bushes, another 20 king pin sets have been ordered. These are priced at £65 per set, plus £4.85 for postage and insurance, and can be obtained from the Editor (John James) at 85 Bath Road, Keynsham, BRISTOL BS31 1SR. At the time of writing, three sets have been ordered, so 17 remain. It is unlikely that any more sets will be made after the current batch is sold.

I do not know how this price compares with prices elsewhere, but what I do know is that these sets are made in the UK, to a superior material specification – certainly as far as the pins are concerned – with a percentage being subjected to magnetic particle inspection. Also, as far as I am aware, the proper wrapped bushes that come with the sets are unobtainable elsewhere.

In buying these sets you will also be supporting the Register, since the small mark up goes directly to Register funds as can be seen below.

Also offered for sale, but now sold out, were 25 sets (50 bushes) of Bishops Cam steering box bushes,

I must thank Eric Worpe for all the work he did in arriving at the specifications and in ordering the items. All I did was to put up the money and send the orders out. The total income for the project amounted to £3511.37 and the total expenditure was £3251.58. A cheque for the excess income over expenditure (£259.79) has been sent to John Steedman, Register Treasurer.

It should be noted by TA owners that the king pin sets are only suitable for cars with chassis number TA1501 upwards. Does anybody know the difference between the king pin sets offered for sale and those fitted to TAs with chassis numbers below TA 1501?

## It's the Little Things.....

My TC was recently featured in TTT after I suffered a burnt exhaust valve during the 'T' Weekend last year. Over the winter I replaced all the exhaust valves and generally cleaned up the head. However, I did not use the car until late Spring, when I checked it over quickly before using it on a couple of local trips. Usually, I give the car a good going over during the winter – checking the general state of things, but this winter I did not do so for various reasons.

We had arranged to spend a couple of weeks with friends in the MGs in Brittany in late May and set off full of confidence. This was not misplaced in that the car, overall, behaved reliably as usual. However, I did notice that the fuel consumption was about 10% below par and inspection of the plugs suggested it was running a little rich. I weakened the mixture a couple of flats, and things improved marginally, but I found it tended to splutter at low revs – for example when pulling away from rest. As there was no obvious fault, I left further diagnosis until I got home.

As the trip progressed a regular ticking noise from the engine gradually became more and more apparent. It was clearly engine-related as it varied with engine speed. Listening with the bonnet open suggested it was coming from either the dynamo front bearing or the water pump – neither welcome in the depths of France!

By the fourth day the noise was becoming tedious so I had a more thorough look at the front of the engine – and found that a section of the fan belt had become partly detached. It took only a few minutes to fit the spare which stopped the noise. The old fan belt had seriously broken up, as can be seen in the photograph. The “flap” luckily was the right way round not to be bent back as it hit a pulley but, if you look carefully, you'll see that it has worn to about half the original thickness. It is a wonder the belt hadn't broken.



When I got home I discovered that the advance-retard weights on the distributor were binding badly and that the static ignition timing was way out – being a degree or so after TDC (it should be around 3 or 4 degrees before TDC on my engine). I stripped and cleaned the distributor and retimed it. I then re-adjusted the mixture. Time will tell whether this has restored the fuel consumption.

So why am I telling you all this? Simple! It is all too easy to become casual about routine maintenance. Things do wear out, get dirty, stick and get out of adjustment. I should have spotted the state of the fan belt during the winter work – it must have been breaking up for quite some time. How the timing got so far out I don't know but I usually check the overall state of tune as part of the service at the beginning of each year – something I just didn't get around to doing this year. I was lucky only minor things caused problems this time. Next time I might not be so lucky.

So don't miss out on the regular maintenance – it brings peace of mind.

### Chris Sundt

**Ed's Note:** You will see below that we have a new advertiser on board. NTG Services in Ipswich have been in the T-Type spares business since 1966 and cover all MG models from 1936 to 1980. They also cover the BMC 1.5 engine models from 1959 to 1971.



The advertisement is enclosed in a brown border. At the top, there are three line drawings of vintage cars: a large open-top car on the left, a smaller open-top car in the middle, and a classic sedan on the right. In the center is the NTG Services logo, which consists of the letters 'NTG' in a large, stylized font above the word 'SERVICES' in a smaller font, all contained within a shield-like shape with a decorative border. Below the logo, the text reads 'Experience, Expertise & Excellence' in a bold, italicized font. Underneath that is the address: '282-4 Bramford Road, Ipswich, Suffolk, IP1 4AY'. To the left and right of the address are two more line drawings of vintage cars. Below the address, the contact information is listed: 'Tel: 01473-306031/2', 'Fax: 01473-743133', and 'sales@ntgservices.co.uk'. At the bottom of the advertisement, it says 'Illustrated catalogues & Pricelists available from [www.ntgservices.co.uk](http://www.ntgservices.co.uk)'. Below this text is a row of logos: 'BRITISH MOTOR HERITAGE APPROVED' with a small crest, the MG logo, the Bentley logo, the Riley logo, and the Wolseley logo.

## A TALE OF THREE TAs

We start with a new “find” for the Register. This is TA2672, registration number KS 8199. It was completed by the Factory on 19<sup>th</sup> September, 1938. The original engine fitted was MPJG 2941, but it now has a replacement engine, which is unfortunately seized at the moment. Grateful thanks to John Dillamore for notifying us of this car and for providing a couple of photos, one of which is reproduced below.

The old lady has obviously been “sleeping” for quite a few years, but it’s all there and it should be possible to return the car to its former glory.



The next car, which has also been “sleeping” for a long time is pictured below. The photo (*below left*) shows new owner, Paul Albèrt, with the car at the previous owner’s garage in Oxford. The photo on the right shows the car (*cont’d on p.12*)



safely installed in Paul's garage. The car was loosely assembled by Paul after he had transported it home and all the bits are there. "Tilly" is TA0889 and was fitted with engine number MPJG 1156 when it was completed by the Factory on 10<sup>th</sup> November, 1936 – it looks as though it is now fitted with an MPJM engine. The registration number is COP 684 (for the benefits of the 'wags' out there, I don't think it was ever a Police car!). It was previously owned for several years by an elderly gentleman, who realised that he would not have the time to finish it.



Paul is no stranger to post vintage cars and owns a very rare 1933 Triumph Super 8 pillarless saloon named "Bessey" (pictured on left). He also has a collection of 1930s Nortons, one of which, (a Model 18 490cc), is shown in the foreground of the

photo on page 11.

The standard of rebuild, which both these "barn finds" should perhaps aim for is that of Alan Webster's car (pictured on right) at Longbridge during the occasion of the recent MG TF launch (The car is also featured on the front cover with Alan standing alongside).



TA3239 was purchased by Alan some years ago from a retired Concord engineer, who was finding the car too much for him. Sadly he passed away around 5 years after the car changed hands, but Alan reports progress with the car from time to time to his widow.

The cellulose paintwork is of a very high standard, the car having been repainted around 10-15 years before Alan bought it. It still remains absolutely perfect. The depth of finish is amazing and makes modern 2 pack finished cars very "flat" by comparison.

Alan bought the car with the intention of using it as much as possible and improving it as he went along. Although TA3239 was a good solid example of a TA, it was not correct in many respects. Over the years, Alan has gradually addressed most of these issues, whilst at the same time, keeping the car on the road.

Alan comments "The frontal appearance of a T-Type is most striking when fitted with the design of components as it was when it left the Factory. The car, when I bought it, had 7" headlights, a 1950's Butler spotlight/fog light combination and twin horns mounted either side of the radiator shell similar to those fitted to the TF (albeit with chrome domes). Tube shocks were also fitted, all of these together somewhat spoiled the look of the car". It now has the following "correct" items:- 8" headlights, Lucas Altette horn and FT 27 spotlight. Not quite correct, but far more suitable, are the TC front shock absorbers".

The wheels have had all the outer spokes replaced and trued up at the same time, then finished in silver powder coat and clear lacquer. A complete rewire has been completed with flashers fitted using the 1130 torpedo conversion by Steve Taylor at Stafford Vehicle Components. The rear 'D' lights have been replaced with an original restored pair of Lucas 'Pork Pies'. The splined half shafts have been replaced with the tapered variety and Roger Furneaux's rear hub nuts with built in oil seal have resulted in totally dry rear brake shoes. Replacement stub axles have been fitted as has a new VW steering box and drop arm.

Alan says "The latest project, which is now well advanced, is the rebuild of the spare MPJG engine I obtained 3 years ago. All the machining work is complete and I am just awaiting a fresh delivery of "round tuits" so I can final assemble it. Sadly, the early history of the car has got lost over the 68 years of its life and attempts to trace it falter prior to 1962 when (wait for it John James!) it was owned by a vicar in Somerton. Perhaps we should refer to it as "The Other Vicars Car?"

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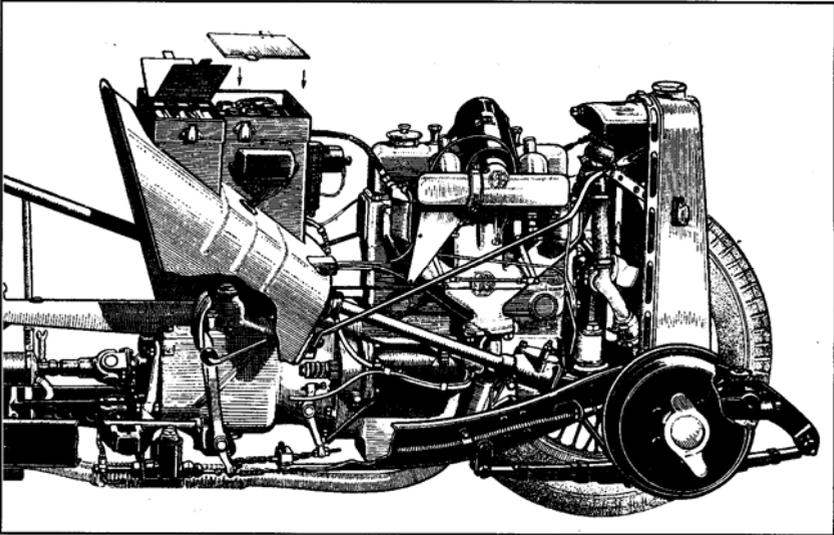
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# Technical Topics

## **Coil Return Springs & Brackets**

**As Found on TC # 6557, built September 16 1948**

**By Bob Watts #10377**



This article has been reproduced by kind permission of *The Sacred Octagon*, the bi-monthly journal of the New England MG T Register, Ltd. A brief history of the Register, taken from the latest issue of *The Sacred Octagon* is as follows:

*The New England MG 'T' Register Ltd. was organized in 1964 by Richard L Knudson and Frank E. Churchill out of pure enthusiasm for M.G.s. Thousands of other people shared the enthusiasm of these two men and over 12,000 T Series and Vintage M.G.s have been registered with the organization since that time. The primary purposes of the Register are the maintenance, preservation, and happy use of 'T' Type and Vintage M.G.s. Although the name may sound geographically limiting, nothing could be further from the truth. We have members from every continent except Antarctica. The Register is a not for profit group.*

Membership enquiries to [athomas990\(at\)aol.com](mailto:athomas990(at)aol.com) Joining is well worthwhile.

The text of the article and the drawings follow over the next six pages. The next paragraph is the lead in to the article by the Editor of *The Sacred Octagon*.

"This valuable research and documentation is of great service to the Register's membership. It is exactly the kind of material we are eager to publish in *The Sacred Octagon*.

"Observing restored and unrestored TCs, no consistent pattern of coil spring installation was found. One very apparent difference was the position of the stoplight switch and spring. About half of the restored TCs had the switch box on the bottom of its mounting bracket. This leaves the switch box projecting below the frame and exposed to road debris. All three unrestored TCs observed have the switch box on the top of the mounting bracket. This appears to be correct as it provides the most protection and agrees with the 1945 description in *The Motor*. The small, short, stoplight switch spring and hook, are attached to the brake pedal arm just above the brake pedal arm connection to the master cylinder, not to the spring hole in the boss on the bottom of the pedal arm. The TC cutaway in the October 10, 1945 issue of *The Motor*, copies of which appear in several publications, shows the switch box on top of the bracket. The same diagram shows the several return springs. The details are small and best observed with a magnifying glass, 10 X works well.

The switch box may be bolted onto its bracket to face either side. It may also be bolted onto either the top or bottom of the bracket, placing the spring hole for attachment of the brake pedal return spring to the front or to the rear of the TC. The unrestored TCs all had the bracket spring hole closest to the front of the TC. Why this was done is not clear. The brake pedal return spring end, for attachment to this bracket, is a wide open hook and not a more closed hook as found on the other end. This shows it was bent to be attached to the hole at the "front side" of the bracket with the end of the coils of the spring resting against the bracket. This spring may be hooked to the bracket from either the top or underside. Hooking it from the bottom, or underside, exposes the spring to road debris and possibly a blow that could knock the front of the spring loose from the bracket and perhaps result in its loss. It is therefore logical for the spring to be hooked from the top of the bracket as was found on TC#6557.

No diagrams or descriptions of which size coil spring goes where, or is attached to what, have been found. Mike Sherrell's *TCs Forever!* does the best job, but leaves some unanswered questions. He does not include the brake pedal return spring, or stop light switch, nor sizes of the several springs.

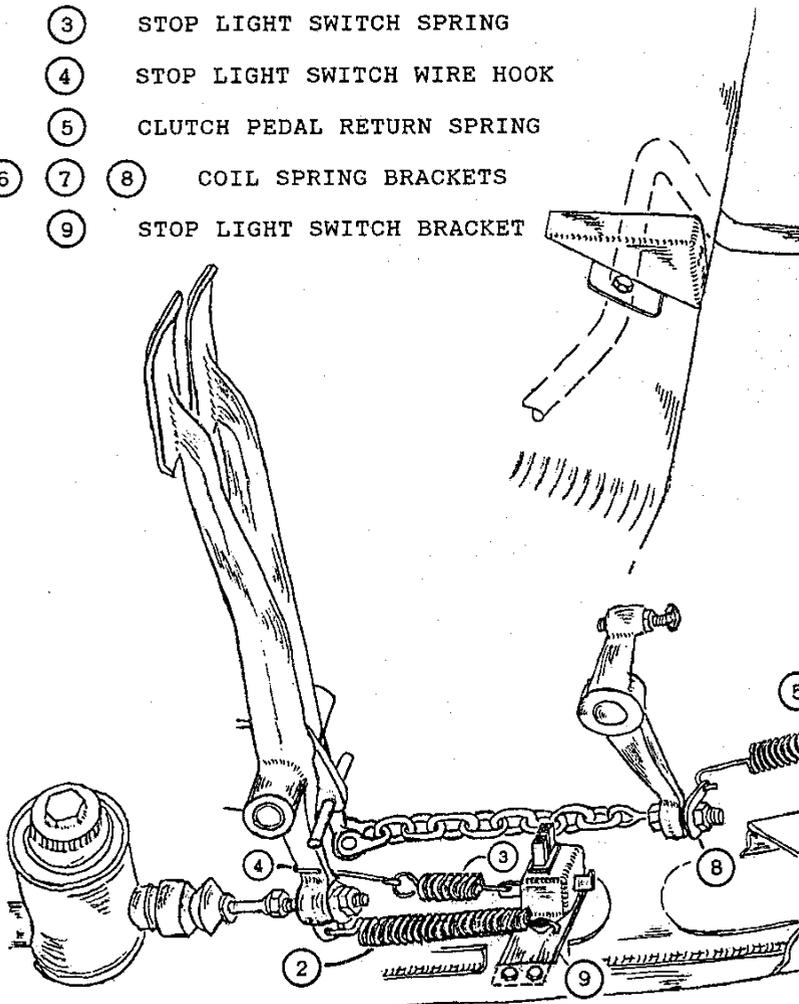
The four accompanying diagrams have been prepared to record the pattern of coil spring locations, sizes and attachment brackets as found on TC#6557. It is very likely that TCs came from the factory with variations of this, but the basic pattern is probably very similar."

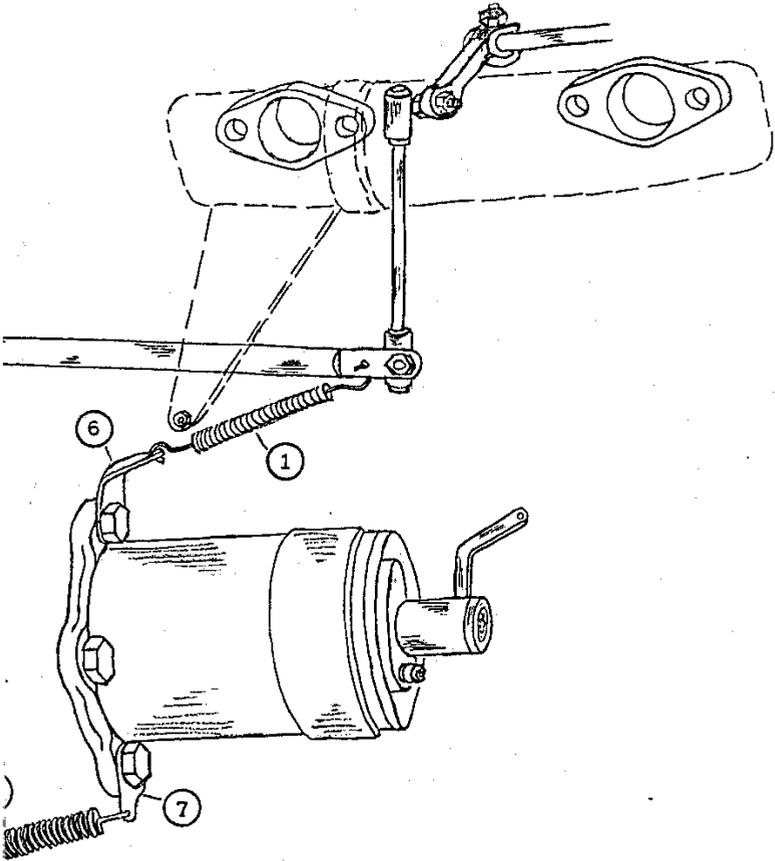
**Ed's note:** Reference is made in the above paragraph to "four accompanying diagrams". As you will probably gather, the diagram printed across pages 16 and 17 counts as one diagram.

TC #6557

COIL RETURN SPRINGS & BRACKETS

- ① ACCELERATOR PEDAL RETURN SPRING
- ② BRAKE PEDAL RETURN SPRING
- ③ STOP LIGHT SWITCH SPRING
- ④ STOP LIGHT SWITCH WIRE HOOK
- ⑤ CLUTCH PEDAL RETURN SPRING
- ⑥ ⑦ ⑧ COIL SPRING BRACKETS
- ⑨ STOP LIGHT SWITCH BRACKET



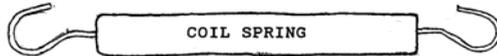


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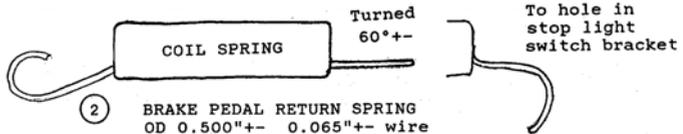
TC #6557

COIL RETURN SPRINGS

FULL SIZE



- ① ACCELERATOR PEDAL RETURN SPRING  
OD 0.390"+- 0.048"+- wire  
Painted Red  
1 1/4" stretch with 5 lbs tension



To hole in boss @ bottom end of brake pedal

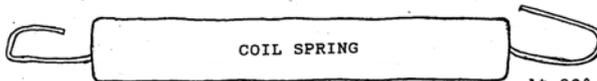
- ② BRAKE PEDAL RETURN SPRING  
OD 0.500"+- 0.065"+- wire  
Painted Black  
1" stretch with 10 1/2 lbs tension



- ③ STOP LIGHT SWITCH SPRING on switch  
OD 0.408"+-  
0.055"+- wire  
Painted Black  
1/4" stretch with 5 1/2 lbs tension  
1/2" stretch with 11 1/2 lbs tension



- ④ HOOK AROUND BRAKE PEDAL above boss for connection to master cylinder  
0.062"+- wire  
Painted Black



- ⑤ CLUTCH RETURN SPRING  
OD 0.575"+- 0.072"+- wire  
Painted Black  
1" stretch with 8 lbs tension

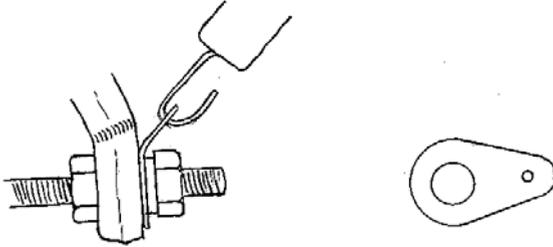
At 90° to hook on other end

© 1997 The Sacred Octagon

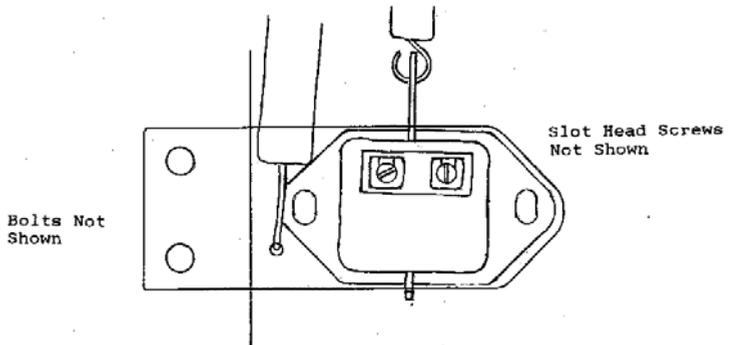
TC #6557

COIL RETURN SPRING BRACKETS

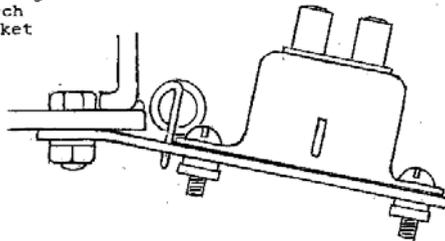
FULL SIZE



8 Clutch Spring Bracket  
at End of Clutch Arm



9 Stop Light  
Switch  
Bracket



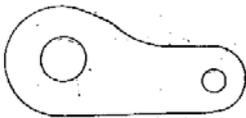
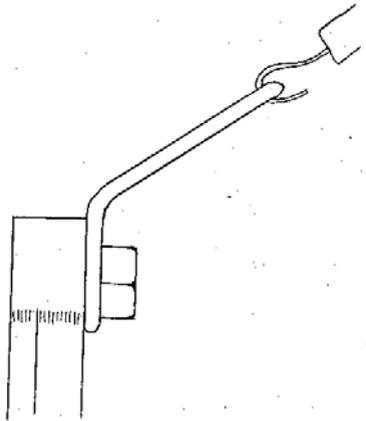
TC #6557

COIL RETURN SPRING BRACKETS

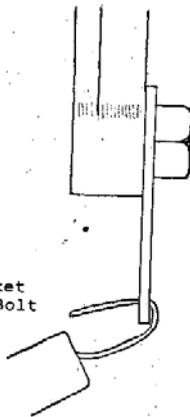
FULL SIZE



⑥ Accelerator Return Spring Bracket  
At Top Starter Bolt



⑦ Clutch Spring Bracket  
At Bottom Starter Bolt



# So How Fast are we going??

*Some of you might recall the story of 'Tessa', the TD owned by Richard and Angela Hyde. This was featured in the November 2005 issue of TTT (Issue 12) following the Hydes' emigration to Australia in July 2005. It is really good to keep in contact with people and I saw Richard and Angela at the Silverstone International Weekend in 2006. Richard has penned another article for me, for which I am very grateful.*

Having lived in the UK and being used to mph and distance in miles, it was somewhat strange having to adjust to km/h and kilometres when we made the move from the UK 'down under' to Australia. Also, my 1952 TD's speedo needle used to waiver somewhat! - so a true indication of speed was always a bit of a guess!

The solution to this was to fit a cyclo computer (the type used on bicycles that measure speed, distance travelled etc) they can either be set to km/h or mph and work by a small magnet passing over a sensor.

I purchased an American brand in Sydney called "Cat Eye Velo 8" which, I believe, is universally available at most cycle shops. (other brands could also be adapted). However this particular unit was chosen. as the wire that connects the sensor to the unit was a flat wire as opposed to a thin round one enabling it to be easily cut and an extra piece inserted enabling it to be lengthened, also the sensor had various possibilities for attaching it to the bracket.

I did not wish to alter the dash so I devised a way of making the unit removable. Mounting the unit was relatively easy as I used the two red & black 12V sockets on the dash. Firstly disconnect these wires and tape them as they will not be used. To the base plate of the computer a 2 pin plug was attached and the wires soldered into the plug. The plug and base plate are held together by body filler and moulded accordingly.(Leave a space for the release clip to operate!!) *(photo right)*



At the sensor end I fabricated a bracket in a piece of stout aluminium *(photo 2 overleaf)*. This was attached to two of the bolts holding the brake plate *(photo 3 overleaf)*. I also used a couple of washers behind the bracket to make the area flat. All clearances are critical as the unit must be firm and not foul the brake drum or the wheel when turning round.



**Photo 2**



**Photo 3**



**Photo 4**

The magnet is attached to the brake drum by metallic glue. Distance between the sensor and magnet is also critical (*photo 4*). You will probably need to remove the brake drum as the bolts holding the brake plate are not fixed and will require 2 spanners to prevent the bolts turning.

Finally calculate the exact circumference of the road wheel and follow the instructions for calibration. The particular unit I choose is capable of measuring a speed up to 299.9 km/h!!! Finished unit in place (*photo right*).



**Richard Hyde,**

**Sydney, Australia.**

# Gear Lubricants.

If you're not confused about the various types of transmission oil available, then you probably haven't understood the problem. This may seem a provocative aphorism, however it bears some truth.

So, where to start? If we consider straight cut gears such as the straight bevel gears found in very early differentials, then at modest power levels a low additive oil as found in ZDDP based engine oils is sufficient. The profiles of the gear teeth and how they mesh necessitate a hefty approach to construction if fatigue is to be avoided, resulting in low tooth contact pressures. Straight cut gears are efficient but noisy due to the interrupted progression from one tooth to the next.

The quest for quietness and a higher rating capacity led to helically cut gears such as the spiral bevel gears found in the differential of the TABC; these overcame the interrupted tooth engagement problem by enabling at least two teeth to be meshed at any one time and also resulted in increased strength of the gears. Smaller crown wheel and pinions were a direct result but this brought lubrication problems. Spiral bevel gears are less efficient and consequently generate more heat at the tooth contact areas and when this is combined with the higher tooth contact pressures, the oil film can rupture. One surprising effect can be the welding together of the contact surfaces; such areas show up as pitting or spalling and can result in failure.

Film strength additives assist the oil to resist rupture, whilst high pressure additives prevent welding together of mating surfaces. ZDDP (zinc dialkyldithiophosphate) has become well known as a film strength additive but high pressure additives have some notoriety. High pressure additives work by forming thin films on the mating surfaces due to the intense local frictional heat as the gear teeth mesh together. One of these additives is sulphur, which has a characteristic smell, known in the trade as Feline P. Esso used to call their transmission oil EXPEE compound 90. I wonder if the wag who thought that one up blew his career?

Sulphur reacts with steel to form a tough film of iron sulphide which prevents welding and scuffing taking place but is extremely corrosive, so in practice, substances such as sulphurised fatty oils are used. High pressure additives are of two types, active and mild. The active types contain compounds of sulphur or chlorine and should not be used when brasses or some bronzes are present because in the presence of water, they tend to form sulphurous and hydrochloric acids. Other additives are based on compounds of phosphorous or metallic soaps. Transmission oils for helical cut and spiral bevel gears were known initially as High Pressure oils, such

as Castrol Hi-Press, both the levels and aggressiveness of the additives were quite modest.

As many owners of TABCs have discovered, spiral bevel pinion teeth are not robust, particularly the high ratios such as 5:1. A variant on spiral bevel gears called hypoid was introduced in 1926 by the Gleason Co. in the USA. The centre line of the pinion was offset and this gave increased strength to the pinion owing to its larger diameter and quieter running, but it introduced a sliding component in addition to the normal rolling mesh of the teeth. This placed higher demands on the transmission oil and increased levels of additives were used to cope with the higher tooth contact pressures. To help differentiate from previous high pressure oils, these oils were called EP for Extreme Pressure and due to the more aggressive additives any “yellow” metal components containing zinc had to be avoided.

So initially we had Hi-Press oils for gearboxes and spiral bevel diffs. and EP oils for Hypoid diffs., as found in the TD and TF type back axles. Such a simple system was then confused by labelling all these gear oils as EP. Differentiating between the oils was partly left to the description on the container, eg. Castrol Manual EP80W or Castrol Differential EPX80W/90; Shell Spirax 140EP (not for hypoid axles) or Comma Hypoy EP90 gear oil. However, gear oils are now classified by the American Petroleum Industry (API) using GL (gear lubricant) ratings. High Pressure oils suitable for gearboxes and spiral bevel gears are designated as GL-4, whilst Extreme Pressure oils for Hypoid gears are GL-5. For Hypoid gears exposed to very heavy duty the use of an API GL-5, 75W-140 oil may be needed as opposed to the normal GL-5, 80W/90. Halfords manage to label their own brand fairly sensibly and offer “Gear oil EP80W/90 GL-4” or “Differential oil EP80W/90 GL-5”.

To simplify lubrication of some cars, just one type of oil, eg. Duckhams Hypoid 90 may be specified for not only the diff. but the gearbox and steering box as well, despite the helical gears in gearboxes not needing oils to GL-5 specs. Some gearboxes are even supposed to be able to run on engine oil; this may seem strange, but API viscosity ratings for gear oils are not directly comparable with those for engine oils, a 75W/90 gear oil has an equivalent viscosity to a 10W/40 engine oil.

**Eric Worpe**

## **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.

# THE “MALCOLM CAMPBELL” STEERING WHEEL

*The following has been received from Terry Andrews, TF1500 and Triple-M owner.*

The MG factory offered "extras" for their cars, one of these being an upgrade from the standard 3 spoke wheels on the Triple-M cars and early T-Types. The most common of these steering wheel upgrades were to the "Brooklands type". However, they also offered a "Rigby" or "Malcolm Campbell" steering wheels. My N-Type 2 seater was fitted with every Factory extra. Within the sales literature for the car there is under "Additional Equipment" - I quote: "Bluemel, 'Malcolm Campbell' or Ashby Steering Wheel £1 1s 0d". The Ashby wheel I believe is in recognition of Aubrey Ashton-Rigby who was a successful privateer in a L2 and Malcolm Campbell was famous for his land and sea record breaking efforts. A very similar wheel was used on the J4 racing models but the key-way was in a different place due to that model having a higher ratio steering than on standard cars. The "Campbell" wheels were numbered under the boss near to the key-way slot. (Please note that the road cars had the spokes at the 10 to 2 position and not the 12 to 6 position in relation to the MG logo, which I believe some racing models may have had).

The Malcolm Campbell steering wheels are not that common and I had my original one restored at great expense some years ago. Most replica Brooklands wheels I have seen are not completely circular, so I decided to make a copy of my original "Campbell" wheel for my 6 cylinder P-Type Special and Mark Deacon's Q Type TA/C Special. I like these Campbell wheels because the rim is a thicker diameter and the underside has finger grips and is more tactile than the Brooklands ones which are thinner and the standard wheels do not have finger grips. I have made the patterns and tooling and sourced how to cover the rim.



**Front and rear views of Terry's copy of his original "Campbell" steering wheel**

Over the 3 year gestation process, several people saw the parts lying around at home and initially I was going to make 3. The first prototype was finished recently and I was pleased with the result as a one off. I have now been asked to make another 3 for friends so I am now thinking of making 10 “Campbell” wheels to fit the Bishop Cam cars (Triple-M, TA and specials with key way steering columns) over the winter period. There is a great deal of “fettling” to get the rim grip correct and I have to outsource the covering processes. I may also be able to make ‘one offs’ to fit other cars. If anyone is interested in one of the 4 remaining wheels to be made, please contact me at [mg.terryandrews\(at\)btinternet.com](mailto:mg.terryandrews@btinternet.com) or telephone 0208 309 1234.

**Ed’s Note:** Having purchased new ‘bits’ from Terry in the past I can say with absolute confidence that anything he makes is always thoroughly researched first and then when manufactured is of a quality that is rarely seen these days.

Regarding “extras” for the TA, I have seen a list somewhere, but, as usual, I can’t find it! However, I do have a copy of list of competition fittings for the TA, which was issued to M.G. Distributors and Dealers in 1938 and this is reproduced on pages 28 and 29.

Now for something different – yes I know it’s not an M.G. but this photo of a Morris 8 Tourer, abandoned in the Namibian desert, sent in by Neil Sharpe, made me rather sad. It still has its Bishops Cam steering box!



# THOSE WERE THE DAYS!

Recently we have been clearing the attic of ancient motoring magazines (*Motor Sport* nearly 50 years old, *Road & Track* and *Car & Driver* - 1960s to the 1980s) and amongst them was some *Safety Fast!* copies from the 60/70s and copies of the 'T' Register Bulletin.

In the 'T' Bulletin for the Summer of 1967 are pleas for R/H door hinges for a TC; an article described Baard Nielsen taking his TD to Denmark (from Sweden); tips from David Danvers on taking your TC abroad - he broke a half shaft and a friend brought one out from England (nice to have good friends); how to make a brake bleeding tool for the front brakes of a TC (by Harry Napier); how to repair the temperature gauge (R K Taylor). Dudley Stock wrote about repairing T-Type rev. counter drives and Ron Gammons reported that Colin Jordens had front disc brakes on his TA (consternation for the racing committee). Ron also wondered how Ken Cheeseman kept his TC so clean and Baard Nicholson speculated on fitting a Coventry Climax 1220 cc engine into a T-Type.

One wonders what happened to the stalwarts of the then 'T' Register? Men like Barry Malvern-Lacey (TC), Mike Vincent (Chairman), Jim Bowman, Ken Cheesman, Phil Edbrook, Geoff Gillett (s/c TC), Roy Brading (the SW rep for the Register) and Gyn Giusti (formidable racer)?

In the Autumn 1969 edition is a photograph of the very young and attractive Mrs Gammons prize giving and Roger Cadogar in a driving test at Beaulieu and one of Firlie Hill Climb TC galore, a sole MGB and a Ford Zodiac complete with fins.

Were they the days?

T-Type parts were not easily come by - BL were not really interested and there was not the network of parts suppliers nor the plethora of technical information which is so readily available now. Repairs were often botched through ignorance, shortage of the right bits, wrong tools and a simple lack of cash. It was only a few years since, at college we had cut up a PA for scrap. When knackered old MGs had little value but possibly good street cred. it was possible to "pick up" young ladies driving a T-Type (as long as their mothers didn't know). Now, the best one can hope for is a middle aged lady peering into the car and saying *My husband had one of those when we were courting*. I wonder if she has a bad back? It was alleged then that as the advertisements used to say *You can do it in an MG* but I could not possibly comment. I do recall that the TF would often break down on the way back from an evening at the pub. The only solution was to get the girlfriend to gaze at the stars for at least half an hour. Why doesn't or didn't this tip appear in the manuals?

However it was a time if you did really breakdown another MG would stop. On one occasion in London under the railway arches the fuel pump faltered on my car. A TD stopped and gave me a good pump. The TD then drove off into the night. Truly a *Marque of Friendship*.

**Bob Marshall**

*Totally T-Type, July 2007* **27**

# COMPETITION FITTINGS FOR THE TA

The following is a copy of a letter from T W Slingsby M.G. Car Company Sales Manager to M.G. Distributors and Dealers dated 9<sup>th</sup> May 1938.

TELEPHONE:  
ABINGDON  
251 (4 LINES)



VISCOUNT RUFFIELD  
CHAIRMAN

OLIVER BODD, O.B.E.  
VICE-CHAIRMAN

THE  CAR  
COMPANY LTD  
ABINGDON-ON-THAMES  
PROPRIETORS MORRIS MOTORS LTD

TELEGRAMS:  
EMGEE  
ABINGDON



CECIL KIMBER, M.I.E.E.  
MANAGING DIRECTOR

YOUR REP.  
OUR REP.

TWS/EC

TO ALL M.G. DISTRIBUTORS & DEALERS.

9th.  
May.  
1938

Dear Sirs,

We have pleasure in forwarding you herewith a provisional list dealing with competition fittings which we recommend for the M.G. Midget Series T Two-seater, for the purpose of competition work.

These items can be taken collectively or individually.

No doubt you will keep this list before you for guidance should you be requested to supply information in connection with competition cars.

Yours very truly,  
The M.G. Car Company Ltd.,

  
Sales Manager.

9.5.38.

SERIES TA. MIDGET

NB. For Cars in  
Production only.

PROVISIONAL COMPETITION FITTINGS

|   |     |     |    |
|---|-----|-----|----|
| 1. Raise compression ratio to 7.3 to 1 and tune engine.   | 2.  | 2.  | 0. |
| 2. Supply & fit steel sump in lieu of standard.   | 1.  | 7.  | 6. |
| 3. Supply & fit gearbox constant mesh gears to give the following ratios:<br>(a) Top 1 to 1. 3rd 1.53 to 1. 2nd 2.36 to 1. Bottom 4.0 to 1.2. 12. | 6.  |     |    |
| (b) Top 1 to 1. 3rd 1.42 to 1. 2nd 2.2 to 1. Bottom 3.75 to 1.2. 12.  | 6.  |     |    |
| 4. Supply and fit special front springs   | 1.  | 5.  | 0. |
| 5. Supply and fit 8/43 axle gears   | 3.  | 10. | 0. |
| 6. Supply and fit Tandem Master Cylinder, re-pipe brake lay out and reposition silencer   | 10. | 0.  | 0. |
| 7. Supply and fit Hand Throttle Control   | 1.  | 7.  | 6. |
| 8. Supply and fit Twin Independant Petrol Pumps & Switches  | 3.  | 3.  | 0. |
| 9. Supply and fit Luvax P.6 Piston Type Shock Absorber, Front and Rear  | 8.  | 8.  | 0. |
| 10. Supply and fit Competition Number Boards. Square Rear Number Plate and Brackets.  | 1.  | 5.  | 0. |
| 11. Supply and fit Spare Sparking Plug Carrier  |     | 5.  | 0. |
| 12. Supply and fit 2 16 x 6.50 Wheels and Tyres in lieu of standard Spare Wheel, and double Spare Wheel carrier with additional support.          | 14. | 5.  | 0. |
| Supply and fit 2 4.50 x 19 Sports Tyres to Front Wheels   | 1.  | 5.  | 0. |
| 13. Supply and fit Oil Thermometer (see standard extras list)   |     |     |    |
| 14. Supply and fit Water Thermometer. " " "   |     |     |    |
| 15. Supply and fit Cycle Type Wing and Side Fairings.   |     |     |    |
| (a) Steel.  | 3.  | 3.  | 0. |
| (b) Aluminium   | 9.  | 9.  | 0. |
| 16. Supply and fit Aluminium Bonnet with additional louvres in top  | 7.  | 7.  | 0. |
| 17. Supply and fit Grab Handle.   |     | 6.  | 6. |

# Fitting Front Wings

By David Barnes

*The 'T' Register Yearbooks (issued from 1987 through to 2003/2004) contain lots of useful technical information. However, sales of these Yearbooks were relatively low (one reason for their discontinuance) so there will be many in the T-Type community who have never seen the articles. The following article is reproduced from the 1996 Yearbook.*

“As I was experiencing difficulties fitting the front wings to my TC, I looked more closely at other T-Types at Silverstone and noticed a wide variation in the shape of the front wing flowing into the running board. My front wings were good, original wings which had been repaired by a specialist sheet metal worker and then offered up to the car for a trial assembly. The real problem was the rear end where the wing overlaps the body tub; when fixed to the running board the joint was at an abrupt angle when the running board was lifted into position. This section of the wing was too straight. The running board wanted to droop towards the road instead of flowing smoothly with the front wing and lining up with the rear wing. It must be remembered that the wing section changes quite dramatically at this point, see fig. 1 (*opposite page*).

My first attempt to correct the shape of the wing was to cut into the inside fold in several places to then pull the wing into shape and tack it in position in situ. However, after welding up the seams and re-fitting, I found that the wing had moved back into the previous shape. After another attempt at the same thing, I discovered that the heat of the weld was causing the surrounding metal to collapse due to the stiffness of the outer wired edge.

I now set about cutting a slot in the inner fold of the wing, opening it up and clamping either side to a piece of ½” strip to hold it in place while welding the dart in position. When the weld had cooled down sufficiently, the clamps were removed and the wing offered up to check for fit. This time I was getting somewhere as the droop was reduced. It was then a simple matter to do similar darts progressively to obtain the correct amount of curvature and to avoid an uneven transition in section, see fig. 2 (*on page 32*).

It is important that the wings and other body panels should be a good fit to the body without having to be forced into place. The resulting stress is bound to result in splits appearing in the wings, sooner rather than later. It was evident from my observations at Silverstone that many people find difficulty in obtaining a smooth flow in the front wing/running board joint, whether they have re-manufactured wings or repaired wings. There is such a variation in location points from car to car that even one ideal pattern could not cover. The answer is to work the wing to fit the car”.

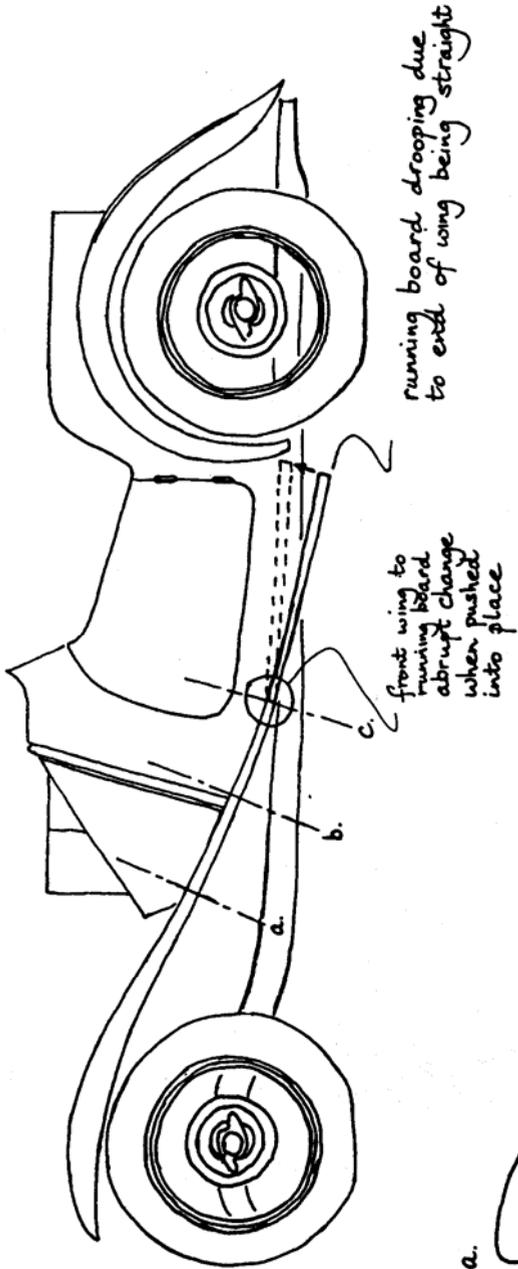
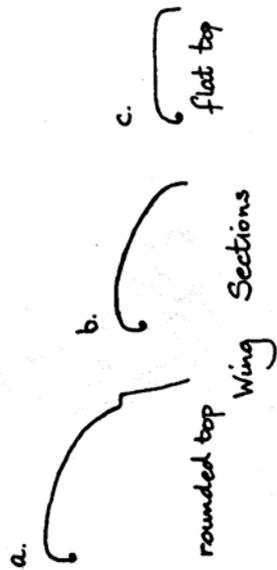
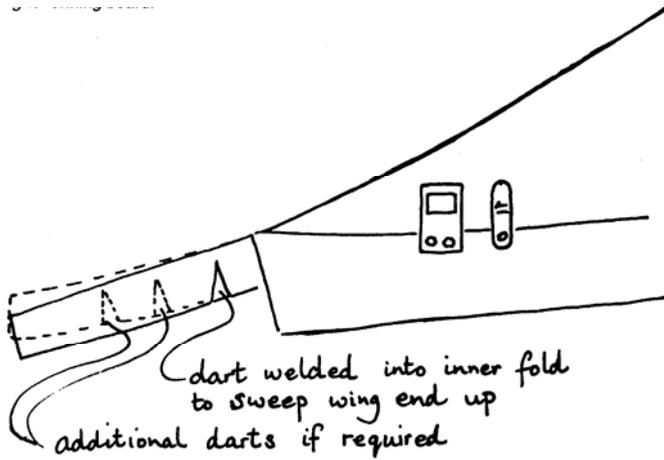


Figure one





*Figure two*



**This Factory fresh TC shows just how good Abingdon workers were at fitting wings! Note the smooth transition from wing to running board.**

# Common Problems with Paint Finishes

*At the 'Rebuild' event earlier this year MGCC Director, John Day, gave a superb presentation on spraying one's car oneself using cellulose. It is not really feasible to reproduce the presentation in TTT, but readers might be interested in this list of common problems with paint finishes which John discussed towards the end of his presentation.*

**Blooming** is where the paint looks milky after it has dried. This is always caused by spraying in damp cold conditions. It is controlled by using anti-bloom thinners, which cost a bit more but will save a lot of heartache.

**Crackling** is where the paint starts to wrinkle up as it dries and looks like it has been affected by paint stripper. It usually occurs some minutes after paint has been sprayed. It is the effect of spraying one type of paint on to another i.e. cellulose on to acrylic. The only cure for this is to strip the paint back to bare metal and start again. Some paint suppliers claim to have an inert base that you can paint over any surface affected by crackling, but I have not found these to work.

**Blistering** is where small areas of the new paint start to lift like bubbles. They often do not occur for weeks or even several months after the paint is finished. It is caused by paint being contaminated by oil or water drops. Sometimes, cheap thinners can have the same effect. You can fit an oil/water filter to the outlet of the compressor, but I have never suffered from the problem.

**Crazing** is where the surface of the paint looks like crazy paving once it has dried. It is caused by applying too many layers of paint before each has dried out. It will be necessary to strip the paint back to bare metal and start again.

**Craters or Fish Eyes** in the paint are caused by drops of oil or silicone. Silicone based polishes are another source and their presence on a panel to be resprayed is a real problem.

**Orange Peel finish** is caused by spraying with not enough thinners. It can be easily rectified by rubbing down and applying the paint with more thinners.

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## UNUSUAL HISTORIES (enough to send a shiver down your spine!)

Bob Marshall has two unusual car histories to tell you about.

The family TF, SKR 647 was purchased from new by the Kent Constabulary on the 15<sup>th</sup> April, 1954 for £739-0-10d; a Humber Hawk was traded in against it. It was stationed at Ashford Police station and driven by Constable Allan Cockcroft. Later he joined the Metropolitan Police and "felt the collars" of the Kray twins. He then emigrated to Australia. Tongue in cheek, Bob asks "Why?"

In Bob's study he has two Brooklands screens which came from a BMW 328 which was owned by the boy friend of Ruth Ellis who shot him outside a London pub. She was the last woman to go to the gallows in England.

**Ed's Note:** Bob is currently having a clear out of old magazines etc., What are you going to come up with next, Bob?

---

### Copy for "Totally T-Type"

For the first time in 22 issues of TTT I have struggled a bit for copy. In particular, I don't receive very much from TD/TF owners and would welcome more from them. I prefer (and I think most of you prefer) technical articles but I'll consider absolutely anything. I can accept copy in virtually any format and manuscript is no problem as I can now type with more than two fingers – I now use my thumb as well!

# Fishers Garage

## Walberswick Suffolk

Specialising in high quality restoration  
from MMM to MGB  
with full photographic record

Large selection of new  
and secondhand spares

Select cars for sale  
Pre purchase inspections

For an informal chat call Michael Fisher 01502 723237  
Email: [tipple@globalnet.co.uk](mailto:tipple@globalnet.co.uk)



## Cars For Sale



**1946 TC, MG 6541** One previous owner, very low mileage car. 33k miles before rebuild, 550 miles since. Completely rebuilt from bare chassis up by current owner. New ash frame, John Marks instruments refurb, Edney engine rebuild, unleaded head and new carbs. Full leather interior, new weather equipment and birds-eye Elm dash. Every part of

this car has been refurbished where possible and replaced if not. Full receipts, parts and photographic record. Superb condition, MG red with beige interior. All matching numbers and original MG registration. After years of rebuild, ill-health and injury prevent proper use - it needs an enthusiast to drive, enjoy and cherish. £21,500 Tel: 0191 5281949

**TD2 6952** First registered 7 May 1953. Taken to New England, USA in 1968. Enthusiast maintained, New England T Register No 3988. Returned to the UK 6 months ago and re-commissioned. Now in condition 1 ready for the summer. OIR £11900 For more photos or more information please contact [chrisyates\(at\)aol.com](mailto:chrisyates(at)aol.com)



**MG TD MKII 1953** – Chassis no. TDC29475. Colour red with original log book. This is a genuine MKII model (of which only about 50 were made in RHD) with all original bodywork and parts. Chassis, engine and running gear have been completely restored. Bodywork needs respraying. Interior original, but requires attention. Electrics need finishing - £8,000. For further information, please telephone 01628 829830 evenings. (Photo at top of page 36).



(This is the TD MKII which is advertised for sale at the bottom of page 35)

**1952 TD, registration number UMG 882**, in very good condition and looked after by one owner since 1981. Full MOT history and current MOT to January 2008. Regularly used in fine weather only. Priced to sell at £12,000. Contact Jeff Baron 07788 577730 or 01344 621815.



**TB Tickford** for sale. This is a bereavement sale of a TB Tickford with MOT. It needs some tender loving care as it is showing signs of neglect. It is however, the basis for a very nice car and these models are certainly sought after. Priced to sell at £22,500 o.n.o.

Please either phone John James 0117 986 4224 in the first instance or e-mail [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk) or e-mail Jason Brooker (the vendor) direct at [jbrooker01@gmail.com](mailto:jbrooker01@gmail.com)



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*Benefit from George Edney's vast experience of the T-series MG*

**XPAG Engine Refurbishment**

Our 'standard' engine re-builds carry a three year warranty. They include full balancing, lead-free conversion, solid skirt pistons and our sports camshaft.

**Lead-Free Conversions**

We carry out all work in-house and to your existing cylinder head. Our heads include hardened valve seats, bronze guides, larger valves made from 21/4N and they are ported for better breathing. £350.

**Gearboxes Rebuilt**

We are specialists in the refurbishment of the T Type gearbox. TA to TF. Please call for more information.

The Workshop, Millside, Stortford Road  
Hatfield Heath, Bishops Stortford  
Herts. CM22 7DL

Fax: 01279 730 941

Email: edneyg.edneyb@virgin.net

Mob: 07710 471 864

**Items For Sale**

TC luggage carrier £15, TD engine front plate £60, XPAG side tappet cover £20, Two side lamps complete – good chrome £20 each, Lucas 494 reversing light – small – fitted to TDs and TFs – good chrome £20, Petrol pump £25, Most editions of "Safety Fast!" from 80s to 2002 – offers Tel: 01429 838683.

**Polyurethane Bush kits in dark blue with stainless steel inserts where needed – currently sold out but more available end of July**

| Description      | Quantity in kit          | Price  |
|------------------|--------------------------|--------|
| TD/TF front bush | 8 bushes & 4 s/s inserts | £20.00 |
| TD/TF rear bush  | 8                        | £14.00 |
| TD/TF rear pad   | 4                        | £16.00 |
| TC bush set      | 12                       | £20.00 |
| MGB top bush     | 4 bushes & 2 s/s inserts | £12.00 |

This is a non-profit making offer. All prices include UK postage. Please ask if you require any other items, such as anti-roll bar bushes. Please contact Barrie Jones at [barriettf\(at\)btinternet.com](mailto:barriettf(at)btinternet.com) or phone 01566 782760 or write to: Narre Warren, Trebulet, Launceston, PL15 9QQ

**Ed's Note:** the TC bush set fits the front of the TC with modification to the lower bush and the rear upper on the back.

## **Items For Sale (continued)**

Having ceased my part time spares business, I have a number of wheel cylinder and master cylinder repair kits and brake hoses for all models of T-Types. I am offering these at less than cost price (postage is extra at cost) on a first come, first served basis. All proceeds will go to the Register.

The following is on offer:

|   |       |
|---|-------|
| TA/B/C master cylinder repair kits        | £3.50 |
| TD/TF master cylinder repair kits         | £4.50 |
| TA/B/C wheel cylinder repair kits (front) | £2.75 |
| TA/B/C wheel cylinder repair kits (rear)  | £2.00 |
| TD/TF wheel cylinder cup seal (front)     | £1.00 |
| TD wheel cylinder repair kit (rear)       | £4.00 |
| TF wheel cylinder repair kit (rear)       | £4.00 |

**WARNING: *The manufacturers (Brovex) state that the synthetic rubber that they use in their repair kits is not compatible with DOT5 fluid. The cups will swell and in the case of the TD/TF design of master cylinder this can cause the brakes to lock solid.***

|                                       |       |
|---------------------------------------|-------|
| TA/TB front/rear brake hose           | £7.00 |
| TC front brake hose                   | £5.50 |
| TC (also YA/YT front) rear brake hose | £6.00 |
| TD/TF (also YB) front/rear brake hose | £5.50 |

Orders by e-mail preferred as I have now ceased my "office" telephone number (0117 986 6287) and Mrs J gets a bit cross with me if I receive too many "MG calls" on the one remaining phone line. If you need to call rather than e-mail, please telephone 0117 986 4224.

e-mail: [jj@octagon.fsbusiness.co.uk](mailto:jj@octagon.fsbusiness.co.uk)

Postal address: John James, 85 Bath Road, Keynsham, Bristol BS31 1SR

# ***T REGISTER OFFICERS 2007***

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The full Committee list will be published in September's TTT.

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