TREGISTER

Totally T-Type

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TC 4150, Martin Barrett, South Australia

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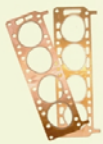

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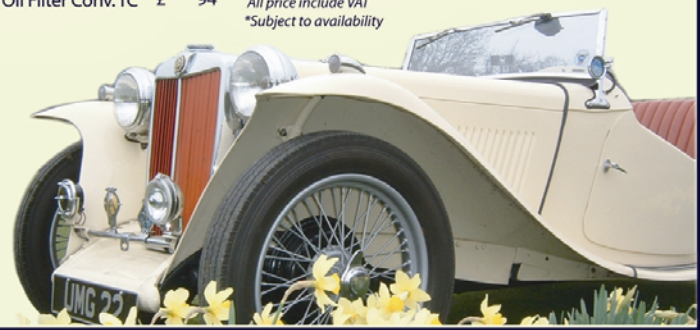

THE EDITOR

Welcome to Issue 29! I'm starting it a little earlier than usual as I will be joining the 'T' Register Tour in early September and this falls right in the middle of my TTT schedule.

Since my comments in Issue 28 about the outlook for oil prices I see that the price for a barrel has fallen quite sharply. This has come about as a result of reduced demand, particularly in the US and lessened fears about supply. This is partly why that the Dollar has strengthened considerably and the GB Pound has weakened appreciably. Mind you, the mess that the British economy (and most of Europe) is in has affected sentiment and contributed to the currency falls in 'Euroland' – but that's enough on politics for this month!

I have been following the debate about mixing paraffin (kerosene) with petrol (gasoline) and driving up to Shropshire in my PB (180 mile round trip – just a "hop, skip and a jump" in the little 939cc overhead cam with MGB overdrive!) it didn't ring true to me. The old saying "If it's too good to be true, then it probably is!" came to mind. I vowed to discuss this with my engine builder, for whom I have a high regard as he has rebuilt all sorts of exotic engines and he did a superb job when he rebuilt the PB's engine. He was quite dismissive of this 'old chestnut', arguing that it does far more harm than good. The reason? Well, some of the un-burnt cocktail you have mixed tends to go down the bores of the cylinder block, past the rings and into the sump. Once your oil is contaminated your bearings won't like it! If that's got some people rattled *je ne regrette rien!* I pass this information on in good faith – before their bearings start to rattle!

In the introduction to this editorial I said that I was starting this Issue a little earlier than usual. My target was to finish it before I went away on the 'T' Register Autumn Tour. In the event this proved to be an over ambitious deadline, which is a shame because I have lost a bit of momentum. If the result is that TTT is a little more disjointed than usual …. *(cont'd on page 4)*

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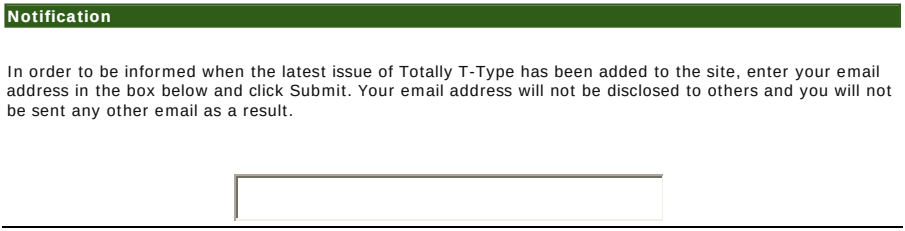
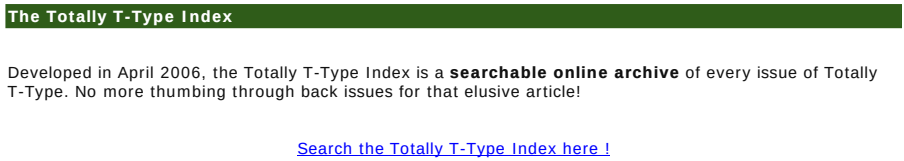
then I apologise.

The Register website is beginning to creak a bit and we have somebody looking at it to repair what is currently broken and to make sure that it all hangs together. One of the facilities we have lost is the searchable online archive for TTT from about Issue 24. It still works, but you can't presently search the most recent issues. We have also lost the automatic uploading of TTT from about the same date (the two problems must be linked) and it now has to be manually uploaded at our end (this does not affect you).

This reminds me that some of you who are using the searchable facility are in fact using the wrong box on the website. What appears to be happening is that you are typing your key word(s) or phrase in the Notification box instead of the Totally T-Type Index box. The result is that you don't get what you are looking for and I get an automatically generated e-mail which says something like "battery" or "crankshaft"! I've reproduced the boxes below to show you what I mean.





Last month's competition sponsored by Peter Edney Classic and Sports Cars was won by Sjoerd Jonker. The answer was end view for TD/TF front shock absorber.

Finally**,** it's disappointing to have to end on a downbeat note, but notwithstanding what is printed on page 5 concerning the Practical Skills Workshop, we have taken the decision to cancel it for this year. It was increasingly obvious that we were just not going to get the numbers to make the event viable (I reckon that we were going to be at least ten persons short) and it was unfair, both on those who had booked for the event and for Peter Edney Classic and Sports Car to leave the thing hanging in mid air. To my knowledge, this is the first event we have had to cancel in my eight years on the Register Committee. Let's hope it's the last!

T'REGISTER NEWS (Compiled by John James)

RECENT EVENT

'T' Party at Henstridge (Sunday 6th July '08)

Perhaps the less said the better! The weather was simply awful and the attendance was well down on the previous year (at Oaksey where the weather was nearly as bad!).

The Shuttleworth 'magic' seems to have been missing from the last two 'T' Parties and it is possible that we will return to this Bedfordshire venue in 2009. Perhaps the weather will be kinder to us next year – third time lucky?

FUTURE EVENTS

The Autumn Weekend (7/8/9 September '08)

By the time you read this the Autumn Weekend will have taken place. The number of cars is slightly down on the last couple of years, but we still have over 50 T-Types and a PB (can't think for one minute who this is!)

We usually prepare a brief report on this event for the T-Type Newsletter in January's "Safety Fast!"

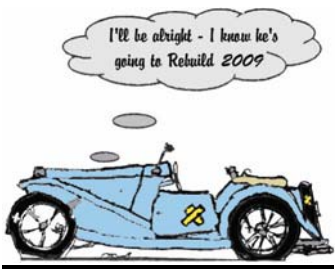
The Practical Skills Workshop (12th October '08)

The Workshop is scheduled to be held at the premises of Peter Edney Classic and Sports Cars in Leaden Roding (near Dunmow, Essex). The day commences at around 9.30am with a bacon 'butty' on arrival with morning and afternoon refreshments and a good buffet lunch. The day closes at around 5.00pm.

This year's programme is planned to include engine tuning, brake/clutch adjustments and servicing, as well as a session on the range of modifications available for the T-Type. Also planned is the assembly of an XPAG engine throughout the day. Three topic sessions of around 12 people are planned, which should allow sufficient flexibility to allow everyone to spend some time watching the engine rebuild – this does not preclude a few who may wish to spend all day on engine reassembly if they wish.

This event was advertised in the July TTT and at the time of writing we do not have enough interest to fill the 36 places (we will therefore have to take a "rain check" on the viability of going ahead with the event by the end of September). To register your interest and to indicate a preference for the topic sessions please ring Graham Brown in the first instance for Entry Form. Tel:01234 358729 or e-mail graham@isisbedford62.freeserve.co.uk

'Rebuild' 2009 (14th March 2009)



New orgainiser, Bill Silcock has provisionally booked the Community College at St Neots. It is of course early days yet but already there are some potential topics emerging. Following the unexpected boost to the Belgian economy (the purchase of four battery chargers on the Ardennes trip) Bill thinks it not unreasonable to have a session on practical electrics (fault finding and the like). Also in the frame is a presentation on preparation for spraying (how you can save some money by doing the hard graft yourself) and another session on carburettors from the professionals. If you would like to suggest a topic please contact Bill on 01525 750468 bill.silcock1(at)ntlworld.com

SCOTTISH BORDERS TOUR 17/18/19 AUGUST 2009

This tour is now fully booked, all the rooms in the Ednam House Hotel, Kelso having been taken. A number of members who live in the area, or are staying with friends near Kelso, have applied to join the Tour.

The arrangements for these applicants will be communicated early in the New Year. The Tour organisers are John and Claudette Bloomfield. They can be contacted on either 01992 576357 or 01890 882445 – if you don't get a reply on one of the numbers, please try the other.

THE AUTUMN TOUR 2009 11/12/13 September 2009

A booking has been made at The Moorland Links Hotel. This hotel is situated near Yelverton in the Dartmoor National Park and is on the A386 Plymouth to Tavistock road. Being in West Devon, it is ideally situated for a day's touring in Cornwall and another in Devon.

The hotel's website is: www.moorlandlinkshotel.co.uk

The organisers are Geoff and Annie Matthews and they will provide further details as and when they are available.

THE AUTUMN TOUR 2010

It's never too early to be thinking in terms of the one after the next Autumn Tour. Suggestions currently being considered are Rutland and Mid-Wales.

Perhaps we will take a straw poll of those attending the 2008 Tour.

EUROPEAN TOURS 2009 & 2010

Present plans are to arrange a Tour of the Champagne area in France in May 2009 and a Tour of Brittany in May 2010.

Cover Photograph – TC 4150 (fitted with XPAG 4833)

This TC was originally supplied new by Lanes Motors in Melbourne. Present owner, Martin Barrett is only the car's second, Martin having owned it for twelve years. The car has 37,000 recorded miles from new and as can be seen from the photo on the front cover it looks brand new. Martin says that it drives like it should.

Martin has also sent me details of his TA (rather more in fact than the TC!) but I don't currently have a photo.

The TA is chassis no. TA2478 (fitted with MPJG 2712). It was originally cream with red upholstery but is now clipper blue.

The car was originally supplied new by Motors Limited the South Australian Agent. Both Martin's father and grandfather worked for the company.

The TA was ordered from the Factory on 4th June, 1938. It was shipped on 12th July, 1938 and arrived in Australia on the Clan Buchanan on 15th August, 1938. It was delivered on 2nd September, 1938 to Dr. G M Gurner, who traded it in for a new TC in 1948.

Martin acquired the car as a wreck in 1971 and finished restoring it in 1976. He has recently done some detail work on it and says it is as close to perfect as he can make it. If it's anything like the TC then it must be quite a car. I'll see if I can get a photo for a future TTT.

Martin is also a Triple-M owner – lucky man!

T-SERIES STEERING WHEELS

MG TA, TB and TC ... orginality.

by Ben Cordsen

René Thomas first supplied steering wheels to the Morris Garages of Oxford, changing to ones from Bluemel Bros. Ltd. later on. Both suppliers provided a similar steering wheel using the spring spoke design to minimise "road and engine" vibration according to early advertisements. Some of these wheels had a ribbed design to simulate the popular cord wrapping preferred by the enthusiast. The T-series steering wheels were manufactured by Bluemel Bros. of Wolston, Warwickshire near Coventry after Bluemels became the works supplier in the mid 1920s at about the time "Old Number One" was constructed by Cecil Kimber.

The original MG T-series steering wheels can be divided into two broad types, fixed and adjustable. A 17" non-adjustable steering wheel held onto the steering shaft with a key-way and bolt was found on the TA roadster series up to chassis No. 2881. This was followed by an adjustable steering wheel fitted to the TA beginning with chassis No. 2882. The adjustable wheel was always on the Tickford and rare coupé version, although of a slightly different design than that of the roadster. The wheel is positioned on the steering shaft by multiple splines and held in place with a clamp bolt of a distinctive design. The fore and aft movement is approximately 3.5" and vertical movement is approximately 2". Both wheels are 17" in diameter, 3 spoked and black in colour.

Above: Early TA steering wheel. ***Above (right)*** Rear of early TA steering wheel, no finger indents. ***Below (right)*** early TA wheel medallion detail

Ed's Note: *The early TA steering wheel is identical to most of the pre-war Triple-M wheels. Looking at the PA/PB Parts List, the steering wheel is listed as A310. The TA/TB Parts List I have is barely legible for the early steering wheel part number, but I'm pretty sure that it says A310. The later TA steering wheel is listed as part number A1126/5.*

The Bluemel brothers, Frank and Douglas, moved to a new "greenfield site" in 1904 as it was near Coventry, at that time the centre of British cycle manufacture and eventually auto manufacture. Bluemels Bros. was an accessory manufacturer of car and cycle accessories and worked in a new Bakelite material, cellulose acetate (Celluloid). Hubs for the non-adjustable TA set-up were sand cast from brass or aluminium at the works. The adjustable hub castings were of high quality aluminium before World War II, however after the war years, scrap aluminium was used when supplies were uncertain and these hubs can be brittle or prone to cracking at the pinch bolt area. The rest of the wheel construction was in light gauge rolled steel with mild 18 gauge steel spokes.

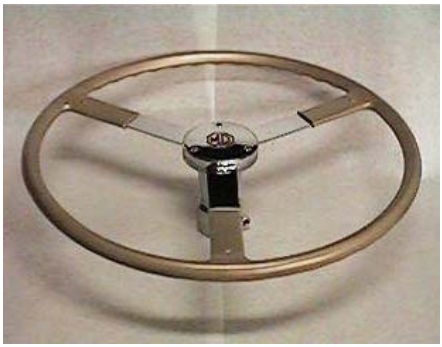
TB production and most of the TC production used the all black wheel. This wheel is the Douglas A.S.W. (Adjustable Steering Wheel) but is more commonly called the "home market" wheel and is of one-piece construction. It is covered in a plastic material thought to be Bakelite but is technically a celluloid material. These wheels can show signs of stress failure or breakage at the point where the spoke and rim attach accompanied with flaking of the black celluloid covering. This wheel was produced Nov. 1938 to Nov. 1949.

Douglas/Home market wheel

Back of wheel with 15 finger indents per segment

The correct clamp bolt

In the fall of 1948 another type of adjustable steering wheel was introduced on the TC consisting of a ½ chrome spoked wheel in a colour referred to as "gold pearl." This wheel was found most usually on the export cars to North America but was also found on a limited number of cars destined for other parts of the world and the home market as well. It was injection moulded in a swirled pattern achieved by using different viscosity colours. The material proved to be unstable with temperature and UV light and perished after a few years of use. The chrome was a flash plating over the steel spoke, also prone to flaking off after a few years. The hubs are of good quality aluminium and can be detached from the spoke/rim assembly. This wheel was available Oct. 1948 to the end of TC production in Nov. 1949.



Export gold pearl wheel

Rear of the export gold pearl wheel with 14 finger indents per segment

The “lever” clamp bolt

In the early 1950s, a half-chrome black rim in exactly the same pattern as the gold pearl and originally for use on the Aston Martin DB2, was made available for replacements. These rims were available from 1952 and onward. By substituting the black Aston Martin rim, the export hub could be used for many more years. A few of these rims are still serviceable into the new millennium with only minor cracking as the black injection moulded plastic was more stable than the gold pearl formulation. It is possible this is the "bare steering wheel" that has been listed with a different part number in the BMC parts list, No AKD 856.

Black rimmed export wheel (see page 10)

An important thought to remember is the austere economic condition in England immediately after the war and the periodic shortages in materials. The factory in Abingdon produced many cars under this situation and when supplies ran low substitutions would be made in order to finish up cars for sale. It is not surprising to find a broad range of "original" configurations for the cars. The production line would not be held up for lack of an export wheel if a home market wheel could be fit, or the other way around as well.

Along with the austere conditions, these cars were built to a price. The overall level of fit and finish was good yet component parts were procured at a low price. Original steering wheels were inexpensive and were often replaced after a few seasons of use with after market wheels of better construction and finish. Very few original and undamaged steering wheels exist of either "original" design to the present day. A good example of a very common replacement wheel is the Brooklands four-spoked wheel manufactured by Bluemel Bros Ltd., the same supplier of the "original" wheel.

The Brooklands wheel was named after the racecourse in Weybridge, Surrey and implied a "sporting" heritage. Several colours were available in solid and marbled finishes; the T-series cars used an adjustable hub with fixed hubs available for other cars. One of the four spoke separators often had the patent date on the backside and one other had a Bluemels logo with feather in blue cloisonné or enamel. The application was not limited to MGs or even autos; some Brookland wheels were built for nautical craft as well. The Brooklands design has gone through several permutations over the years and the results are a bewildering assortment of diameters, spoke separators, hub designs, clamping arraignments, etc. These wheels were a stronger design, with the 4 sets of stainless steel spokes versus the 3 flat spokes originally found. Unfortunately, the mottled and lighter colours were prone to the same decay that plagued the export gold pearl steering wheel.

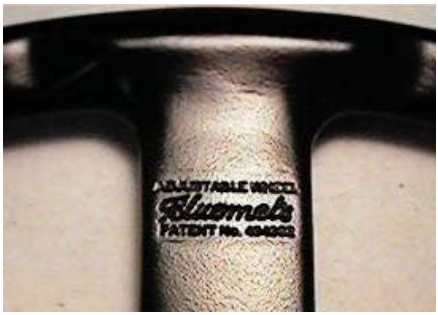
The archaeology of these steering wheels was based on an examination of dozens of the T-series steering wheels and after market wheels along with

research into the early MG production and the Bluemel organisation. I hope it is of interest to the reader, and as with other details of the MG T-series cars, subject to additions and changes additional records are discovered.

Ben Cordsen, 2003

Ed's Note: *I thank Peter Cole for pointing me in the direction of this article and for forwarding the various photos in a format which made it easy for me to reproduce them. I also thank Ben for giving his permission (via Peter) to reproduce the article (which is actually in the 'technology' section of the tabc website).*

Here are some more photos from Ben's article:



Logo/Patent information, export

Bluemels Logo on Douglas/Home market wheel

Near right: Pantograph engraved chrome centre medallion, red or bronze fitted with 4 BA oval head screws.

Far Right: Stamped centre medallion with 4 BA roundhead screws as found on the Home market wheel.

Right: Douglas "A. S. W. Patent Pending" on Home market steering wheel. And finally……. A Home

market steering wheel restored by Ben Cordsen for Peter Cole.

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.

Tweaking a T Type

I originally bought my TC in 1961. In 1965 the friend to whom I had sold it (and for whom I maintained it) managed to blow up the engine – No3 con-rod was lying in the sump in which there was a large hole. We planned to rebuild it but, as so often happens, not much did happen. In 1968 I bought the car (partially dismantled) back and stored it until 1989 when I decided to get it back on the road. 6 years later it was taxed and insured and, in 1996, we took it on the Continental Tour celebrating the 60th anniversary of the first T Type in 1936. Since then I have used it regularly both in the UK and across Europe. I have also continued to work on it, rectifying problems, replacing worn parts and generally adapting it to modern traffic conditions.

This note covers some of the things I have done to make the car a more practical, and safer, car for the 21st century. My intention has always been to do as little as necessary, trying to keep to the spirit of the 1940s when it was built, while not doing anything that would stop the car being returned to original condition.

When I first rebuilt the car I did very little to the chassis and body. It had 16" rear wheels when I bought it in 1961, and these I have retained. They do give some semblance of rear suspension. Most of the modifications were to the engine. As a consequence of the work needed to repair the damage caused when the engine blew up, I had the block sleeved back to standard. When I owned the car in the 1960s I had the head skimmed down to the minimum thickness, and this head I retained. I replaced the standard camshaft with a more modern one (I think it was a "Crane" camshaft, but I have no actual record of its source) and had the rotating bits dynamically balanced. I also replaced the standard external oil filter with one that took a replaceable filter. All standard fare for a fast road T Type.

I also fitted a new wiring harness with the TF style flashing indicators using the side lights at the front and the brake lights at the back.

Around the time of the introduction of unleaded petrol I had a gasket problem with the head (probably slight distortion) and replaced it with another cylinder head with the later TF big valves and hardened seat inserts – also skimmed down to about 74.5mm thickness, close to the minimum.

Quite early on I decided that a higher back axle ratio would help me keep up in modern traffic, and I acquired a second-hand TB diff. This has an 8:39 crown wheel & pinion against an 8:41 for the TC. While this enabled cruising at lower revs, it did nothing for acceleration. I compounded the problem later by buying from Roger Furneaux one of his new 8:37 crown wheel & pinion sets. This further improved the cruising ability but

acceleration, especially with two up and a suitcase on the back, became dire. I found that the standard gearbox ratios with this diff made the power and torque curves no longer suited to normal road conditions – especially up hills. I pondered various solutions, as explained later.

Meanwhile I had made other alterations. I found the TF style flashing indicators less than satisfactory so rewired the car to support yellow indicators at the back and front. I put double bulb holders (one yellow for indicators, one white for side lights) sold by Stafford Vehicle Components in the standard sidelight shells. At the rear I used 1950's style yellow lights (found at an autojumble) mounted on existing plates attached to the rear number plate carrier that supported rear reflectors (which came with the car and are attached with neat bolts with miniature glass reflectors in their heads!). I also decided in the interests of visibility to add rear repeaters (also acquired at an autojumble, I have no idea where they originate) attached to each side of the luggage rack. I ran the wires up the inside of the rack supporting tubes and used a multiple connector in the wiring harness so I can, in theory, remove them and the luggage rack itself easily. I installed a simple three-way switch (on-off-on) under the dash to the right of the steering wheel and the warning light in an existing hole in the middle of the central switch panel (I have no idea why it was there – a previous owner had drilled it). The necessary relays, etc are on a small board attached to the bulkhead under the scuttle well out of the way.

I had always been concerned about the visibility of the brake lights on a TC, so at the same time I attached a high rear brake light to the back of the luggage rack, again with the wiring (tapped off the existing brake light circuit) concealed in the rack tubing. The light itself is a contemporary Lucas light with red glass I found at an autojumble. The light can swivel to allow access to the spare wheel. These changes can be seen in the photograph.

I also fitted the halogen replacement bulbs now available as a direct replacement for the standard headlight bulbs. They definitely improve night-time visibility without imposing any extra load on the electrics. I have a set of 8" to 7" converter rims allowing me to install 7" sealed beam

lights, but have not bothered to fit them so far. It doesn't seem worth it for the amount of after-dark driving I do.

We found luggage space limiting when travelling long distances, and a suitcase on the standard luggage rack seriously hindered rearward visibility I therefore made up a simple luggage rack from some angle iron, wooden slats and chromed ½ inch water pipe. This is attached to the chassis using existing bolts and holes. The tubing keeps the suitcase away from the spare wheel, and is attached at the top to the luggage rack using standard water pipe fittings. It can be swivelled down to allow the spare wheel to be removed without having to take off the whole rack. The attached photo also shows the rack on the car. The suitcase is held on with a six-arm elastic spider. I also usually secure it to the rack using a bicycle security cable and padlock. The luggage rack itself is shown off the car in the photograph.

After one European trip I decided to swap over the front brake shoes left to right to even out wear. This resulted in some hair-raising braking experiences as a result of which I discovered that the standard pressed steel brake drums distort over time quite badly. I had noticed they were difficult to adjust, but hadn't realised how the shoes moulded themselves to the particular shape of their drum. When I swapped over the shoes, I didn't swap over the drums, hence the part-worn shoes now didn't match their drums, causing monumental brake snatch. These drums are too thin to skim safely, so I acquired a set of new cast iron brake drums (from George Edney) that look much the same. They are a revelation – easy to adjust as they are round, stay round and don't bell (at least not to date). Having brakes that pull up straight is a real benefit. If you have trouble adjusting your brakes, consider new drums, they are worth it.

While on brakes, I have used silicon brake fluid from day one and have never had any trouble with it.

After reading Harry Pyle's book on his mammoth TC trips, I built up a new diff cover board with two storage boxes where the batteries would go on a TA either side of the prop shaft. These hold a range of spares and a couple of litres of oil, all well out of the way. I made mine out of aluminium sheet riveted at the corners and attached to the diff board itself with lids in the diff board for easy access, as shown in the photograph on page 17. The measurements can be found in Harry Pyle's book "Drive them till the roads wear out" – a good read in its own right.

I had some trouble with fuel vaporisation and have virtually eliminated it by fitting insulating spacers between the carburettors and the inlet manifold and by covering the float chambers with the reflective insulating sheet used to wrap exhaust pipes – my brother had some left over from insulating the exhaust pipes on his GT40 replica. This may not look that neat, but it seems to work. I do still occasionally get trouble starting on very hot days if the car is stopped for a short time (10-15 minutes), but even in ambient temperatures of 35°s plus have not had trouble when running or standing in queues. At the French European Event a couple of years ago we got stuck in a traffic jam in such weather – the car boiled as did its passengers, but the fuel kept flowing.

Finally, to restore some of the performance after fitting the 8:37 crown wheel & pinion, I decided to build a more powerful engine. I acquired a 1350cc block and pistons as a basis for this engine, but subsequently acquired a 1500cc block and pistons from George Edney.

After delays caused by house moves, etc and the need to accumulate all the necessary bits, this engine was built up by George and installed earlier this year. It is a definite improvement, restoring the performance to, probably, better than it was with the original engine and the 8:41 diff. It now goes up hills more enthusiastically, even with two up and a suitcase, and the gear ratios seem to match the power curves better. The down side is worse fuel consumption. I was getting 33mpg+ - it now seems to be closer to 30, but I am still running it in. Hopefully, once it has been tuned on a rolling road, this will improve. I can recommend such a conversion. It does make travelling in modern traffic more relaxing. The engine does look slightly different – for example I fitted a later 8" clutch and flywheel requiring the TD/TF type starter motor, so now have a separate starter solenoid; it has the later TD/TF type oil filter incorporated into the oil pump body (but with the conversion allowing modern screw-on filters); it has the later distributor without the click adjustment knob. I have retained 1¼" carburettors and they seem to work fine. It does run slightly hotter, and I may fit a more efficient core to the radiator, but have yet to make a final decision.

So there you have it – a TC modified over the years to provide a more relaxed driving experience without taking away any of the inherent charm or character of the car. And all done in a way that can easily be removed to restore the car to original condition.

Ed's Note: Chris' reference to overheating reminds me that I have had lots of correspondence on this subject. Here's a note from **Denis Baggi**…….

"I am the owner of a 1950 TD since 1965, which was stripped down and restored in 1988. Three years ago I changed camshaft, crankshaft pulley and journals, pistons and conrod journals, had the head refurbished locally - before I had a Laystall head which got badly damaged and I found out that a standard head modified with larger valves and higher compression works equally well. After many adjustments my car has been running like clockwork. The engine "bites" and is really eager to rev high, and driving my car is truly a lot of fun, top down all seasons, up and down hills.

I would like however to describe the following, not knowing for sure whether it's a problem or not. I have three temperature gauges, for: water on head, water on radiator, and oil at the sump. It is a pleasure to look at all three and see that, just after cranking up, head temperature starts climbing fast, then, when it reaches 70˚C, radiator temperature starts moving up - the thermostat opens - and little by little oil temperature follows up. The fan is an electric Kenlowe with spoon-like blades which kicks in at 70˚C radiator temperature, as shown by a LED on the dashboard. I like it because the engine runs better without the standard blades on the water pump, and the dynamo copes well enough.

Normally, when warm, my car runs at temperatures between 70˚C and 80˚C at all three places. However, if I drive for say 15 minutes on a highway at above 4,500 rpm, hence over 100 kph with the standard 5.125 differential 'set up', then radiator temperature reaches 100˚C and above, head water temperature moves above 90˚C and oil over 80˚C. Nothing happens, though it's scary, but as soon as I slow down, temperatures go down and back to normal, and idling for a little while brings everything back to normal. Spark advance (adjustable from the dashboard) is about 5 degrees at 700 rpm and mixture slightly on the rich side. And even though Southern Switzerland is a warm, Mediterranean country, I practically never have vapor lock, and I stay away from shields between carburettors and inlet manifolds, which according to the late Don Jackson cause more harm than good - it is the air from the fan that heats the carburettor bowls: I can prove, with two electric temperature gauges, that the front carburettor bowl is hotter than the one at the back. I have the standard pancake air filter with oil, because I like its odd looks!
I have heard all sorts of theories as to why this happens:

- water pump pulley too small, hence too fast, creating cavitation foam (could be but I doubt it)
- distributor shaft loose, interfering with the advance (checked, not true)
- back pressure in the exhaust system (could be but I doubt it)
- turn off the fan (I will try but I don't think it's going to help).

My own theory is that these cars were not built to run at such high revs for a long time. In fact, I have an Austin Healey overdrive modified for a TD to reduce the revs (described in *Totally T-Type*, November 2004, though I still have to install it), and actually all my friends in Southern California have modified differential ratios to 4.3 and even 4.1.

Thus I would like to know from others whether what I have is common, whether according to other people's experience one should not expect to be able to drive at such sustained revs for a long time - no fast highways when the XPAG was designed - and whether those who run such cars for racing at high revs for a long time have special radiators for the water or some other special gadget.

Incidentally, Peter Edney recommended a different radiator, but I have not found out where I could get one.

I realise that this is more nitpicking than complaining about common overheating, but I do not know whether what I have is normal or not and I have never read anything on this subject.

Thanks for any comments",

Denis Baggi
Via Casagrande 12
CH-6932 Breganzona, Switzerland
denis.baggi(at)supsi.ch (substitute @ for at)
1950 MG TD, chassis 1034

Ed's note: I think Denis has a point about not expecting to be able to drive at such sustained revs for a long time without running a high temperature. When I drive to Abingdon in the PB the car motors along the M4 (motorway for our readers outside of the UK) at just over 3,000 rpm in 4th overdrive (approximately 60 mph) and the gauge temperature is around 85˚C. occasionally going up to 90˚C when there is a bit of an incline and I have to come out of overdrive. This is hotter than the car runs once off the motorway since it happily runs at around 70˚C along the A420 from Swindon to the turning for Abingdon on the A415. I figure that on the motorway the engine is under constant load whereas on the A roads the terrain is more varied and the engine can take a breather whilst going downhill. Does this make sense? Certainly, I am always glad to leave the motorway as I sense that the little car does not really like travelling on it.

Mike Christie offers the following advice: “I've just read Alan Wakefield's missive and the other question about vaporisation in the technical section of the last issue of TTT and would like to suggest the following.

Vaporisation when the car is parked after a 'hot' run appears to occur at the jets, so to prevent this 'lock' occurring I park the car with the choke fully out which lowers the jet and breaks any possible seal. When I return to the car I turn the ignition on, just the prime the system, push the choke in and away we go. This works on most occasions.

Releasing the 'lock' can also be achieved by simply pulling the choke out and again priming the system before pushing the choke in and starting the engine. Not so effective but handy if you forget to park with the choke out.

Alan does seem to have a real problem which by his later report may now be fixed, but it did sound to me like a possible vacuum caused by a blocked vent in the petrol tank or perhaps the long gauze filter in the bottom of the tank being blocked. And it must be worth checking that the washers in the overflow pipes for the float chambers are fitted the correct way. If they are not and the fuel vapour can't escape then there would be enough pressure from vaporisation to keep the needle valves closed.”

Gary Guiver from Australia comments as follows; “There is a ready-made solution but you need two Morris Tens!

Briefly, some time ago, I was fortunate to come across a couple of Morris Ten engines and gearboxes. The Morris Ten has a huge amount of air space under its bonnet, a big radiator and the engines are undertuned; however, the Morris engineers fitted both a heat shield and a copper/asbestos spacer between the carburettor and the manifold. The heat shields are rather fancy with dimples to accommodate the manifold nuts, one has to be shortened a little to get a good fit and the inlet holes filed out a bit. Since fitting the Morris parts my car has never shown any signs of overheating , even on 30c + days.”

Angus Peacock who recently spent some time in Australia and is now back in the UK offered the following: “On a recent visit to Australia we called in on a classic car meet jointly organised by The MG Car Club of Queensland & The Gold Coast MG Car Club. The meet was held in bright sunshine at The Sirromet Winery, Mount Cotton in Queensland. An excellent venue.

There was a fine selection of classic cars of all makes, not only MGs, many beautifully restored, though of course the MGs were my main interest.

As we own a TD I was particularly interested in them, most of which had their bonnets up. I was surprised to see they all had the oil bath air filters with no heat shields or any other measure to prevent fuel vaporisation. I found this very surprising considering in this region Summer temperatures

can reach 40 degrees Celsius. We spoke to a number of owners who all said vaporisation was not a problem.

I explained that many UK owners had had this problem & had their own pet answer to it, mine being to fit spacers between the carbs & the manifold. This necessitated fitting "pancake" air filters. Since doing this some 20 years ago, I have never had any problems, even at 5,000 ft & 38 degrees in Spain."

All were quite amazed to hear we had this vaporisation problem in the UK and felt we couldn't have our engines set up correctly! I'm afraid I find this hard to accept and think the petrol in Australia must have a different formulation to cope with the higher ambient temperatures. Is there anybody out there who can confirm deny this?"

Continuing with the overheating problem, a former TD owner, who now has a TF suggested that ignition timing should always be checked "whenever overheating is an issue, it is advisable to first check the static ignition timing. Why our cars were timed at TDC is a mystery to me. Even contemporary Morris Minors were 4-5 degrees advanced and with 'old' petrol in the 70s-80s my TD was often close to overheating etc. About 4mm on the crankshaft pulley works for me and has cured the previous overheating problems. I also have a B&G shield and have made up insulated covers for the SU float chambers, as kindly suggested by Ron Gammons himself at his shop."

The same gentleman offers the following *caveat emptor* on purchasing rotor arms and wonders if this might have been a contributory factor to Alan's problem....."People are still being sold poor quality rotor arms with rivets in them that can also lead to instant ignition failure. I pick up s/h Lucas originals at autojumbles for around a pound and have no problems, but I believe someone is now making decent rotors of proper material, and no rivets as per original Lucas. Just a small point re Alan's article, why when he broke down with no current in the ignition did he not just run a lead from the insulated side of the battery to the coil? I've done that on a number of occasions with different cars over the years - I must be showing my age - I was brought up with these roadside fixes! I've a feeling that with a 'proper' rotor arm and advanced timing, Alan could have saved himself a lot of expense."

Well, I think that we have given the overheating issue a good airing (pun unintended). Thinking about it with the Summer we have had in the UK this year it surely can't have been a problem, can it? Nevertheless, if I have space in this Issue later on I'll see if I can reproduce the heat shield drawing and instructions which Barrie Jones contributed for one of the 'T' Register Yearbooks. **Ed's Note:** See pages 32/33.

MPJG Oil Filter conversions

Just over two years ago I was chatting to the late Harry Crutchley when he happened to mention that the Octagon Car Club could no longer supply MPJG oil filters, their supply had ceased. I asked Harry how many he had left in stock and promptly purchased the last two! At that time the cost of the felt filter was a reasonable £7-76 including vat. The only other suppliers of late were Moss who wanted £34-94 (part# 435-370) and several others who wanted around £30 each. Quite frankly I could not see the justification for such high prices – after all, we are only talking about a straightforward felt oil filter!

Before we look at the options to fit a modern spin-on type of filter, be aware that there are two types of MPJG cylinder blocks, both with different oil filter mountings. The early block uses a Tecalemit filter mounted below the main oil gallery and the filter housing has two copper pipes attached to it, one from the oil pump (supply) and the other supplies filtered oil to the main oil gallery. The MPJG blocks (and Wolseley/Morris equivalents) were modified starting from around engine number MPJG1514, this later block has the Tecalemit filter mounted directly inline with the main oil gallery. The oil filter housing only has one copper pipe to supply oil from the pump; the oil return is direct to the main gallery via an internal hole in the filter housing. See the photograph below, showing early and late MPJG oil filter housings.

The upper oil filter assembly (with two copper pipes attached) is from an early MPJG engine. The lower oil filter assembly shows one copper pipe (inlet from oil pump) and the oil return is via the main filter head (middle hole).

So what are the options if you wanted to fit a more modern spin-on type of oil filter. About 7 years ago one of the guys in our natter was having his MPJG engine rebuilt by Speyer & Walker. He had purchased a new Phoenix crankshaft and rods, and having spent well over £2K decided he wanted better oil filtration to protect his investment. He had a spin-on

oil filter adapter made that attaches to the existing oil filter housing, by a friend of mine who had a small engineering business. This adapter will fit both types of MPJG blocks, and was documented in the Octagon Bulletin of August 2001 and in a T Register Newsletter in July 2001. The guy who made the adapter subsequently made a wooden pattern and had several adapters cast, I purchased one shortly afterwards but never used it (see photo on right).

This photo shows the special spin-on filter adapter, the standard oil filter head is used minus the long inlet pipe. The brass adapter screws onto the standard oil filter head via the caphead bolt that has a hole drilled down the centre to allow oil to enter the filter.

Now, in the standard MPJG filter the oil flows from the centre and exits through the outside of the filter. Modern spin-on filters have a different flow, oil entering from the outside and exiting through the centre of the filter. Whilst this is OK as long as you replace the filter regularly (every 2K miles or so), you have to take care that the make of filter you use does not have a non-return valve incorporated! Many filters have these valves incorporated to stop oil draining back to the sump when the engine stops, and with the reverse oil flow of this type of adapter your engine will be starved of oil!! The guy who made the adapters wanted around £80 each for them, so the price coupled to the reverse oil flow were the only real drawbacks to this type of solution.

However there is a much cheaper option using a BMC 'A Series' spin-on filter adapter, fortunately BMC made two types of adapters so we have to choose the right one depending on whether we have an early or late type of MPJG block.

Let us first look at the adapter to fit **a late MPJG block** (see photo on page 24). You will need to buy an 'A Series' adapter from a breakers yard (look for a scrap Metro) or 'A series' engine specialist, it will cost you about £10. The two holes that mount the adapter to the block need to be modified slightly with a round file to move the two holes about 2mm closer together

to match the MPJG mounting holes. You will also need a small piece of 1/8th inch thick metal plate (steel or alloy) to make a backing plate for the 'A Series' adapter. The reason for this will become obvious when you compare the MPJG filter adapter with the 'A Series' adapter head. You will need to drill 3 holes in this metal plate to line up with the MPJG filter mounting and oil return holes. You will also need to make two small gaskets, one to fit between the 'A Series' filter head and the metal plate, and the other to fit between the metal plate and the MPJG block. The only other thing needed is to make up a new copper oil pipe to fit from the MPJG oil pump to the 'A Series' filter inlet. Use new copper pipe and bend using a pipe bending tool to avoid kinks, and silver solder to the brass oil pump outlet from your old pipe. The other end of the pipe will need to be swaged to fit the 'A Series' adapter inlet. New oil filters are readily available such as Unipart GFE443, Champion C103, Fram PH966B etc and cost a couple of pounds each. The only real drawback to this conversion is the need to make a new oil supply copper pipe; the bonus is that oil flow through the filter is in the correct direction. adapter and the components One of my TA colleagues David Heath has been using this conversion for many years on his TA.

Now, if you have **an early MPJG block** you will need an 'A Series' spin-on adapter of the type fitted to late MG Midgets (see photo on page 25). This adapter is much bigger and gives us the chance to fit an outlet union for the oil return pipe to the main oil gallery in the MPJG block. Again you will need to file the 2 mounting holes to bring them about 2mm closer. You will also need to make a metal plate similar to the one in the above conversion, only this time you only have to drill two holes that will align with the MPJG filter mounting holes in the block. You will also need 2 M8 fine metric bolts that are 85mm long. The copper oil supply pipe will need to be made identical to the above conversion. In addition, this time we have to make a new copper pipe for the return oil supply to the main gallery. Before making this pipe, the top of the 'A Series' housing will need to be drilled to accept an oil union. This will be fitted using a copper washer and securing nut inside the

housing. Filters are again readily available using the numbers given above. The only drawback to this conversion is the need to make two new copper pipes, but again we have the advantage of correct oil flow through the spin-on filter. The cost of making either of the above adapters should be well under £25.

Since looking at the various options for the above adapters, I have found a new supplier of original MPJG felt oil filters, contact Grove Classic Motorcycles Ltd in Stoke Hammond (near Milton Keynes) on 01525-270008 and ask for an A288 felt/wire oil filter element, the cost including vat is £11-51. I have also read in the latest Octagon Car Club Bulletin (August 2008) that they have them back in stock, the cost being £12-34 to members and £14-19 to non-members.

I was also hoping to get a batch of 12 of the original adapters made, machined from solid aluminium on a CNC machine for around £45 each. Sadly the local company doing this let me down so it has not happened yet! One of these days I will pursue it again, but only if I can get them made at an affordable price.

If you need more information or clarification on the above adapters send me an e-mail marked as subject 'MPJG Oil Filters' to brian(at)brianjrainbow.free-online.co.uk
(substitute @ for at)

Paddy Willmer (with cap) standing in front of his old racer, on his right, Bjarne Berner from Denmark, its current owner/driver with the other Danish drivers, one of whom drives the first TC Racer Peter Edney built in the early 90s – photo taken at MGCC Silverstone International 2008.

Work continues on TC0750 at Snail's Pace!

Well, it's taken me just forever to get to this stage! This little lot occupied the passenger seat of the PB for the 90 mile drive up to Shropshire. The brake backplates were incredibly rusty but they have come up fine and have been painted with POR 15 which I would recommend without hesitation.

The tapered half shafts are to Bob Grunau's pattern and have a key to locate them in the shaft. The new crown wheel and pinion to be fitted is a higher ratio 37:8 (4.625:1) – as I expect most of you know, the standard ratio is 41:8 (5.125:1). According to Roger Furneaux's booklet entitled "TA/TB/TC Differential Modification & Setting-up" (highly recommended reading and obtainable from your Regalia Secretary (me!) for a paltry £1.50 plus £0.75 postage (UK) £1.25 (EU) £2.00 (Rest of World) – or buy on line through the website) the revs at 70 mph are reduced from 4420 to 3988.

The pinion is not shown in the photo (it was left in a rather grubby box), neither are the two bearing carriers. These were found to be as good as new and have new heavy duty bearings (1208) fitted.

Brian Taylor of Hopton Heath Garage (near Craven Arms, Shropshire) is doing the job for me and I have asked him to take some photos of the work.

Regalia News from the 'T' Register

XPAG Engine and TD/TF Gearbox Videos now available as DVDs

These videos, along with Barrie Jones' book on maintaining the TF are probably the most successful regalia items the Register has ever done. **The videos are now available as DVDs** in both PAL and NTSC formats. The price is £12 for each DVD plus postage of £1 (UK), £2 (EU) and £3 (Rest of World). Cheques should be sent to John James, 85 Bath Road, Keynsham BRISTOL BS31 1SR. You can buy instantly on line from the Register's website www.tregister.org by credit card using PayPal, a free, easy and secure payment service.

For those not familiar with the content of these technical offerings, the XPAG engine DVD is of 2 hours 55 minutes duration split roughly 50/50 between strip down and rebuild. It features XPAG engine specialists George and Peter Edney. The TD/TF gearbox video features TD/TF Technical Specialist, Barrie Jones and is of 2 hours 12 minutes duration.

Both DVDs are still available as videos, albeit now in short supply.

TF Sales Brochure Reproduction

To complement our range of reproduction sales brochures for the TA, TC and TD we have just produced one for the TF. This is Publication No. H. & E. 53101. It is a single fold brochure which opens out to approximately A2 size. The measurements are 430mm x 550mm.

The brochure is written as if one were on a test drive with the salesman extolling the virtues of the new TF to his prospective customer. The style of the language is delightful (of a bygone era, like me!). I'll give you a couple of examples:

"Corner coming and I'm not going round it at eighty, even in the T.F. I'll take it pretty fast though, just to show you. Round she goes, the body holding down quite tight, level as a billiard table, quiet as a mouse, and no trace of a slither. It's first class design that gives you springing that flattens the bumps and yet doesn't tilt you when you corner at speed."

"The way she puts her head down and swallows the road in a solid stream...the needle at eighty, yet the steering wheel as steady as a rock… the thrill of riding at speed as if you were in the saddle of a flying horse... "

"Now I'll show you how she tackles a hill. We'll turn off the main road here and take this track, it's a bit rough, but the T.F. won't mind that. I've seen cars stuck on the steep bit just below the top, but we'll make it, never fear. Changing down's a joy on this car– what a beautiful gearbox! The smallest gear is only half my hand's breadth across, yet it's got the whole of Nuffield's vast organisation behind it—the benefit of their research and technical 'know-how.' That's the way to make fine cars– there's no doubt about it."

The cost of the brochure is £7.50 plus postage of £1 (UK), £1.50 (EU), £2 (Rest of World). Payment details are the same as for the DVDs advertised on the previous page.

DVD "Inside the Octagon"

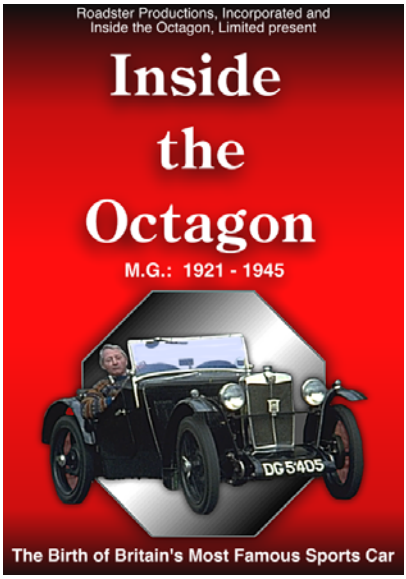
"Inside The Octagon" was originally released as a video in 1995. The DVD of the video which the Register is selling should not be confused with an abbreviated version which is on sale at a number of outlets. The duration of the abbreviated version is 60 minutes; the version we are selling is the original cut and lasts for 95 minutes. The cost of the DVD is £11.99 plus £1 postage (UK), £2 (EU), £3 (Rest of World). Payment details are as previously given. A brief synopsis of the DVD follows:

"There's more to the early years of the M.G. story than cars and factories. Inspired by the creativity and passion of founder Cecil Kimber, the loyal staff of Abingdon employees became a family of workers, from designers to panel-beaters, all focused on one single goal – to make the best sports car possible at an affordable price.

It was a company that moved nimbly, creating new models, sometimes in small numbers, to fulfil the fast-driving needs of sporting young automobile enthusiasts as well as gentleman racers. It was a time of seat-of-the-pants engineering and dangerous racing with no safety net. There were speed barriers to be broken, and M.G. was there, pushing tiny engines to the limit and doing what others thought impossible.

All this history comes alive in *Inside the Octagon, M.G.: 1921 – 1945*.

Based on interviews with M.G. personalities, including Kimber's daughter, Jean Kimber-Cook and the late John Thornley, this film is a fascinating account of the pre-war M.G. Car Company story from its small beginnings in Oxford, in the early 1920s, through the early 1930s when M.G.s became internationally famous for their record-breaking "baby cars," to World War II when the factory was turned over to wartime production, and finally to 1945 when Cecil Kimber was killed in a freak train accident.



As these personal stories unfold on screen, they are illustrated with archival photographs, footage of restored M.G.s in the English Countryside, and rare newsreel footage. In addition to footage of the M.G. factory ca. 1930, the film contains British Pathé Newsreel scenes of C-Type Midgets racing at Brooklands (1931), EX 120 (M.G.'s first record breaker in 1931), its successor, EX127 (1932) at Brooklands and Montlhery, and later EX135 on the Autobahn in 1939. Home movies shot by an amateur cinematographer in the 1930s captured N-Type Magnettes in road races and give the audience a rare glimpse of a R-Type racing Midget in motion".

I can honestly say that this is an extremely well made DVD and an important contribution to the recording of the pre-war history of the M.G. Car Company. Film Director, Gary Watson has done a wonderful job.

DVD "Inside the Octagon" – Follow up DVD (ITO 2)

From the beginning, Film Director, Gary Watson always envisaged completing the documentary film history of the M.G. Car Company to cover the post-war years up until the Factory closed in 1980. Unfortunately, due to the high cost of filmmaking, ITO 2 (as the project is titled) was never completed. However, with advances in the technology of digital video editing, and taking advantage of creative funding opportunities, ITO 2 is well on the way to being completed.

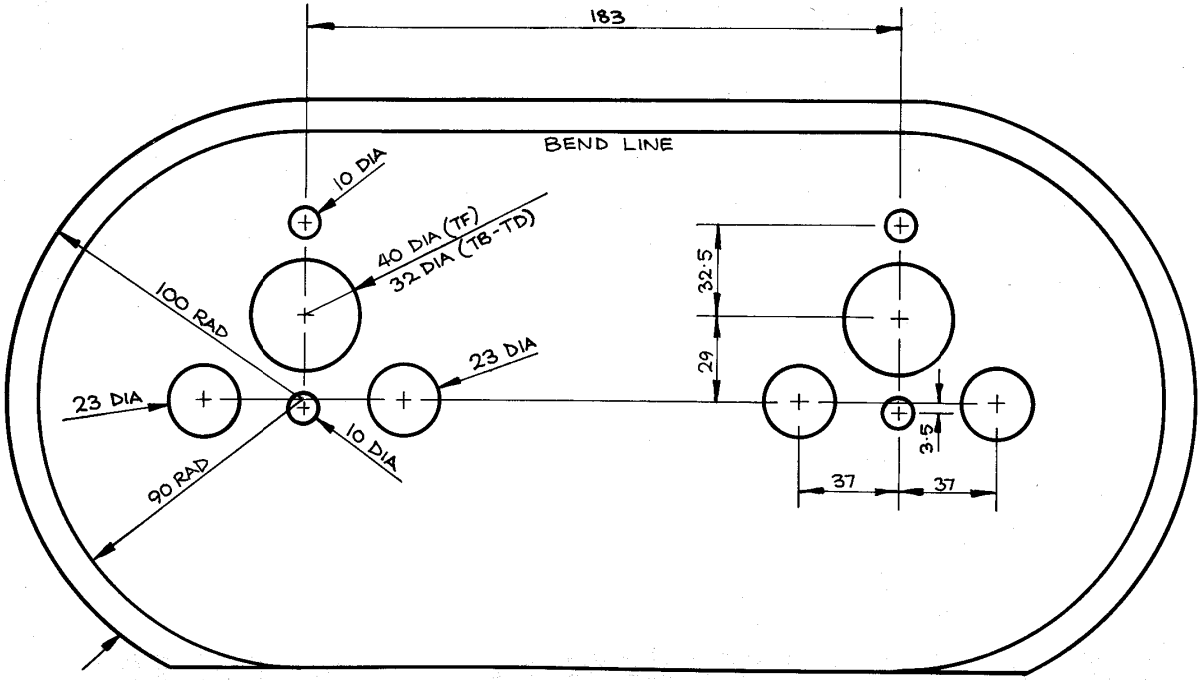
Several US M.G. Clubs and individuals have made generous donations to the project and the 'T' Register has given $1,000 towards this very worthwhile undertaking which, together with ITO 1 (the first video/DVD) we regard as an important contribution to M.G. history.

Those of you who have seen ITO 1 (1921-1945) surely cannot fail to be impressed with the film. We hear that ITO 2 is every bit as good!

Just to give you a flavour, it is based on interviews with the late John Thornley, Jean Kimber Cook, Jim Simpson, David Bishop, and Don Hayter. The late Phil Hill speaks wonderfully about his experiences in MG T-Types and EX181. There is a substantial section about the Heritage Bodyshell plant when it was located in Faringdon. All of the car footage has been shot in America*****, specifically Texas, although the images of Costello V8s are courtesy of the Costello V8 web site. But then, this film is very much about how North America was MG's largest market after the war. The newsreel footage talks about the setting up of MG Car Clubs in North America. The early post-war footage of MGs in sports car racing is from California. All of the record attempts by the various EX cars happen in Utah at Bonneville.

***** Actually**,** I understand that the film starts with footage of the ex-Edward Kirkland TB (JPA 57) 'shot' just a couple of miles from where I live. The purpose of this is to show the transition from the pre-war TB to the postwar TC and hence the link between ITO 1 and ITO2.

The 'T' Register will be stocking this DVD as soon as it is released.



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ACCELERATOR LINKAGE
IF NECESSARY

ALL DIMENSIONS IN MILLIMETRES
(DO NOT SCALE DRAWING)

XPAG HEAT SHIELD by Barrie Jones

XPAG HEAT SHIELD

As promised on page 21, the drawing on page 32 is reproduced from the 1991 'T' Register Yearbook. Due to it being scanned and then imported into the TTT page, it is not the same size (I reckon it's about 10% smaller) as the original (which is a full scale drawing). If anybody would like a photocopy of the original Yearbook page I'll gladly supply it.

This is what Barrie said in the 1991 Yearbook to accompany the drawing:

"Over the past two or three years I have lost count of the number of T-type owners who have asked me to cure their fuel vaporisation problems. It seems to be getting more common, and I can think of two possible reasons.

(a) we have had several exceptionally hot summers, or
(b) modern petrol is becoming more volatile, possibly due to the additives used to raise the octane rating as the lead content is gradually reduced.

The TF seems to suffer the most, probably because of the confined space under the bonnet.

I have a copy of 'The Autocar' dated October 16, 1953 and there is a photo of a brand new TF fitted with a heat shield as standard. Some years ago I made one up for my TF, copying the photo as closely as I could and since fitting it I have never had any trouble with fuel vaporisation"

Ed's Note: Barrie goes on to say that he can make a heat shield up for you (well he could back then!) but stressed that he would need to know whether 1½" or 1¼" carburettors are fitted as the fixing holes are slightly different.

As far as I know these heat shields are available from most of the T-Type specialists if you don't feel like making one yourself.

Mention of Barrie's name reminds me to publish a couple of questions which have been referred to him as TD/TF Technical Specialist and the answers he has given:

Question *I plan to restore my TF back to its original colour – red, with beige upholstery. 1. What colour should the wing piping be? 2. Does M.G. red have a code so I can get the right colour made here? 3. Presumably all body parts have to be painted separately in order for the piping to retain its colour after assembly?*
When the time comes to start assembly I'm going to have a problem with nuts and bolts (of the right thread). I see quite a few M.G. garage advertisers have boxes of such things for sale. Do you think such a box would cover most of my needs? (trouble is they'd cost a fortune to ship unless I can find another container coming this way!)

Answer

1) TF wing piping was originally the same colour as the paintwork. There should be no piping between the bonnet sides and the chrome radiator grille. At the front edge, the piping bends outwards, so there was none under the grille.

2) There are two different reds - one is very bright, the other darker, more maroon. MG Red is ICI code 9448. Autumn Red is ICI code 2752.

Your car was probably the latter.

3) Your car originally had cellulose paint on the body tub, bonnet and fuel tank, with a synthetic enamel on the wings and running boards. Obviously, these were painted separately before assembly.

4) Nuts and bolts are a big problem area. Nobody sells a good mixture to cover everything that you may need on a T-Type.

Every nut, bolt and stud on the engine and gearbox has a metric thread, but the heads are Whitworth. We call them `Mad Metric'. I strongly advise you to buy the following taps and dies: 10x1.5, 8x1.0, 6x1.0 (note the fine 8mm thread).

There are 5 holes in the back edge of the sump. These are 8x1 metric and always strip - fine threads are bad engineering practice in aluminium castings. I recommend that you re-tap them 8x1.25 and use modern metric bolts.

Most bodywork bolts are either BSF or Whitworth, and you will also find some UNF on the rear axle, suspension and steering.

Oil pipes and water pipes are BSP.

Lucas electrical threads are 2BA or 4BA (plus a few elusive 3BA).

Question *My husband has been restoring our 1952 TD to running order and he is now at the wiring stage. I guess our main question is what type of wire is the best to use and is the colour scheme important? The original wiring is intact, and was working fine some 10 or so years ago. He has owned the car since the early 70s, and has never had to replace any wiring. Now it is worn out in many places and needs to be repaired. I guess what I am asking is, is there any place we can find a wiring diagram. We are using the old MG Workshop Manual for information, but it leaves a lot of questions. He wants to not buy new harnesses, unless you think that is wise. Any thing you can send to shed light on this would be very helpful.*

Answer The TD had individual black plastic-coated wires, each wire covered with cloth braid which was coloured. The whole loom was also covered in an outer cloth braid.
If the wires are playing up or the black plastic is brittle and cracking, then you have a fire waiting to happen.

To get at the individual wires, you will have to remove the outer braiding, and it cannot be repaired.

Modern looms come with coloured plastic-coated wires. You have the choice of a plastic outer cover, or for an extra charge they will cover the loom with the original type of outer braiding.

The company I deal with is called Auto Sparks of Nottingham. They sell coloured wire by the metre, and they sell special non-sticky plastic tape to re-strap the loom. If you are not too concerned with Concourse originality, this could be the way to go. They also sell complete wiring looms, and they can add extra wires to the loom, giving you amber turn indicators both front and rear.

As regards a wiring diagram, there is one in your TD workshop manual. The 'T' Register can also sell you a copy of the original driver's handbook for the TD, which contains a smaller copy of the same diagram.

I agree, it isn't that useful when all your coloured braids have aged and discoloured. (One of the joys of an older car).

Ed's Note: Barrie subsequently asked for a photo of the loom mentioned above. It appears that all the coloured braiding has disintegrated, and all that remains is a bunch of brittle black wires.

As Barrie mentions in his book, “Barrie’s Notes” (subtitled “Maintaining a 1955 MG TF in the 21st Century”) all our cars are now more than 50 years old, so if anybody still has the original loom, it should be replaced as a matter of urgency. Otherwise, you have a fire waiting to happen.

Question *I have a new water pump and it is some time since I last fitted one. How tight should the centre nut be done up to secure the pulley? There is no shoulder to tighten against and if the nut is too tight it locks the impeller.*

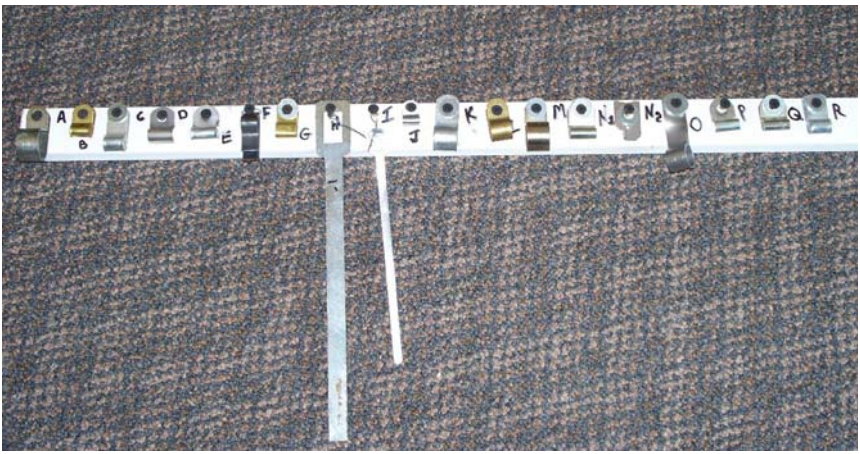
Answer Modern replacement pumps are badly designed, not like the originals.

If you have tightened the nut so much that the impeller locks, then you will have displaced the circlip that acts as a stop on modern replacement pumps.

Take it all to bits, refit the circlip in its groove, reassemble with Loctite on the nut, and then tighten the nut just enough to seat the pulley. There should be a gap of .020 to .040 behind the impeller.

.....

How many different types of clips are there on a TC?



Did you know that the TC had 19 different clips to secure all the fuel and brake lines and harnesses? Did you also know that Doug Pelton in Mesa, Arizona has faithfully reproduced them all?

Doug is building up quite a range of hard to find spare parts for the TC and you can now find them on his new website www.FromTheFrameUp.com
Those of you who have bought Doug’s spares and have reported back to me are very pleased indeed with them. There are certainly some spares currently on the market, which are of dubious quality and it is reassuring to know that here is one supplier who is passionate about quality.

Spares News

King Pin Sets These sets, mentioned in the July TTT are selling steadily (I know because the box is getting lighter!) There are 10 of the original 20 sets remaining – I just might get another 20 or 30 sets made and that will be it!

Wrapped Bushes An order has been placed for 400 of these bushes and it looks as though we have been able to peg the price at £6 per bush (plus 50p donation to the Register for each bush sold).

Lower Shackle Pins for TC These are now available and are made from EN16T. The 12 I have had made might be on the shelf for several years as they are a slow moving item. They cost £478.13 for 12, so if you want one it will cost you £40 plus a £4 donation to the Register.

The special (D-shaped) thick washers which register on the flats of the above pins are priced at £2 each.

Bob Grunau Items Currently available are stub axle pins (£55 per pair plus £5 donation to the Register), oil filter adapters for late TD/TF (£32.50 each plus £2.50 donation to the Register) and oil filter adapters for TB/TC/early TD (£60 plus £6 donation to the Register). All plus postage at cost – no charge for packaging.

Polyurethane bushes Still no luck with the bushes for the lower shackle pin on the TC. I really need to visit the supplier's agent, who is located fairly near to me. The actual bushes are made in Australia.

And finally, a couple of "Where are they now?" If you know, please contact me at jj(at)octagon.fsbusiness.co.uk substitute @ for at, or write to :
85 Bath Road, Keynsham, BRISTOL BS31 1SR or phone 0117 986 4224
Both are TFs. One is TAL 323, previously owned by Leo Cotterill in Newent, Gloucestershire; the other is UKL 392, previously owned by Norman Moore in Knowle, SOLIHULL, Warwickshire – this car is known to exist as it is on the DVLA database.

Very finally, we hope to have a report of a rolling road test on Norman Clark's TF1500 for November's TTT. Norman's car has a standard XPEG unit, which has been rebuilt by Peter Edney.

Also on the agenda for November's TTT is an article on the TC exhaust system, more correspondence about overheating, and an article about tools to carry if you are using your car for touring and some useful information about XPAG rocker pedestal packing shims.

Don't forget, it's your magazine, so let me know what you want included!

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