T REGISTER

Totally T-Type

ISSUE 3 MAY 2004

Peter EDNEY

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THE EDITOR

Hello everybody! Welcome to the May Issue of 'Totally T-Type!

It only seems like only yesterday that I started on the first Issue and now we are nearly three – "nearly" because there are a lot of pages still to prepare, so I had better get on with it.

When we started out with 'TTT' the plan was to produce a magazine of 32 A5 pages. This had carefully been calculated so that the finished article could be sent at the Royal Mail minimum second class weight step (then 20p). Such has been your enthusiasm in providing articles that the magazine has quickly grown to 40 pages and the carefully planned postage costs have grown to 35p. Fortunately, wiser counsel prevailed on the Committee when we were considering income and expenditure and my finely crafted costings were given a broad brushing over so that we are able to afford both the increased printing costs and the increased postage costs. Phew!

Whilst on the subject of costs, it's perhaps opportune to mention that the Committee costs you next to nothing. We have no paid officials and nobody gets paid travelling expenses. We do get treated to lunch at our quarterly meetings, but please don't tell the Tax man as there's supposed to be no such thing as a free lunch! On that note, I'll now keep my head down because I'm miles behind schedule – good gracious, it's almost like being back at work! **JOHN JAMES**

Please note: Peter Edney's e-mail address (opposite page) has changed to: peteredney@powernet.co.uk

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T REGISTER NEWS

REGISTRATIONS

We've had quite a few new registrations recently. Some of these have come about as a result of subscription requests for TTT where owners have said that they would like to register their car. We've now also formalised the Registrars' titles to reflect what was actually happening in practice, so where we were showing David Butler as Registrar and Stewart Penfound as Assistant Registrar, looking after the TD/TF models and the TA/B/C models respectively, we now show David as Registrar for the TD/TF models and Stewart as Registrar for the TA/B/C models.

REBUILD 2004

You will have seen a report in pictures in the May edition of ***Safety Fast!*** There is a report later in this issue.

SHUTTLEWORTH

When you receive your June copy of ***Safety Fast!*** (which you might or might not receive before this issue) you will learn that we are not holding Shuttleworth this year as a formal T Register event. The reasons are explained in the Chairman's letter, which is reproduced in the Register notes and rather than go over the same ground again here, I'll leave you to digest what the Chairman has to say. It is however worth repeating that we will be holding the T Party at Basildon Park (near Reading), where we will be supporting the Abingdon Works Centre's Summer Day Out. I always find this a very enjoyable event with upwards of 300 MGs of all ages. A full page advert for this event appeared on page 11 of the May Issue of ***Safety Fast!***

SILVERSTONE INTERNATIONAL WEEKEND

Following last year's successful get together on the Friday evening, we are going to have a repeat performance this year. The 'get together' is for racers, campers and anyone staying locally in the area. We will be providing some 'nibbles' and a glass of wine, so if you are around, please do come along. Full details will be published in the July ***Safety Fast!***

The Register will again be in attendance in the main MG Club marquee.
We desperately need volunteers to assist in manning the stand and David Barnes has produced the appeal on the next page.

THE T REGISTER NEEDS…

For some time now the Indefatigable John James has operated the T Register Stand at Silverstone throughout the whole weekend. His involvement in other Register duties has meant that the position of Regalia Secretary is open and the Committee is seeking a replacement.

As Silverstone is approaching we urgently need assistants for a 2 hour session on the stand. The task involves greeting members, dealing with queries and selling regalia. A committee member will also be present, so you will not be alone.

I am compiling a rota for the stand to cover Friday pm to Sunday pm. Please contact me a volunteer for a 2 hour slot and get involved with your Register.

The sessions required are:

Friday		11.30-1.30	1.30-3.30	3.30-5.30
Saturday	9.30-11.30	11.30-1.30	1.30-3.30	3.30-5.30
Sunday	9.30-11.30	11.30-1.30	1.30-3.30	3.30-5.30

Assistance will also be required in setting up the stand on Friday morning and packing up on Sunday afternoon.

David Barnes
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Editor's Note: This is one of David Barnes' first tasks in his new role on the Committee as Facilitator. Do please give him your support. As the saying goes "Many hands make light work".

T REGISTER NEWS (CONTINUED)

THE AUTUMN TOUR

The tour, which is taking place in the Derbyshire Peak District on the weekend of 17th/18th/19th of September has attracted 42 cars and their crews. It is still not too late to apply but we cannot guarantee that you will now get in at The Palace Hotel in Buxton as they will not hold any more rooms for us beyond the end of May. Graham Brown is the man with all the information at his fingertips – he can be contacted by telephone on 01234 358729 or e-mail graham@isisbedford62.freeserve.co.uk.

PRACTICAL SKILLS WORKSHOP

You already know from the May Issue of ***Safety Fast!*** that we have decided not to run with the Workshop this year. It's really a case of re-grouping and putting all our energies into a possible event at a different venue next year.

T REGISTER FLAG

The title is a bit of a misnomer as the Committee has decided to opt for a couple of banners, complete with collapsible flagpoles. The banner is about 0.9m wide and 2m long and hangs from a banner arm with rings down the pole. If this description has thoroughly confused you, you will be able to see the real thing (or rather things) "flying high" in the T Register car park at Silverstone.

COMMITTEE CHANGES

You will have learnt of the Committee changes following the AGM in March since they were reported in the recent ***Safety Fast!*** Newsletter. However, one new appointment which was not reported (and I apologise for this) is that of Facilitator. David Barnes has willingly stepped into this new Committee role following the post of Bulletin Editor becoming redundant with the arrival of Totally T-Type. The position of Facilitator is regarded as crucial to the continued well being of the Register. One of the first tasks (after the arrangements for the smooth running of the Register's Silverstone presence have been 'put to bed') will be to establish a database of active members who are prepared to assist in the running of T Register events. It is becoming increasingly apparent that Committee members need help with the running of events and the identification of suitable local volunteers who can be called on to give assistance is something which needs formalising sooner rather than later.

(The Tangerine Terror has been at it again and has submitted the following article for publication. He warns - and I concur – that it's dangerous to read it all more than twice!)

A Question of Sleep, Chassis Numbers, Cloning, and Sheep

Many of our cars have two items with the original chassis number applied during manufacture by the manufacturer. That is the chassis frame and the chassis plate. Without forgery it is difficult to transfer the original frame stamping from one frame to another but the stamped plate is easy to unbolt and affix to anything. We could clone a vehicle with one built around the original frame and the other with the original plate. When registered, which is the original car? Can the DVLA 'see' a duplicated chassis number and reject one? Could there be two identical cars with the same registration and chassis numbers? If they were owned by the same person who would know? Why would anyone want to do this anyway? Introduce the forged chassis plate and re-stamped reproduction frame into the equation and imagine the number clones you could create from the same chassis number, would it make Dolly wince? Imagine then if you broke an original car into all its individual parts and a new replicated chassis plate with the same number was made for each of those parts, which were then recreated into whole vehicles. Could we then clone vast quantities of one vehicle each claiming to be original through its ancestry? Which of those vehicles would really be the original one? The one with the original chassis plate built on the original fog lamp switch? The one with the biggest lump of original metal? The answer is simple; you need both the original frame and original plate on the same car as a minimum to claim originality. Of course you do but what do you do if you have an accident and seriously bend the frame? Do you fit a replacement frame and stamp it with the original frame number? If you do, is the car then the 'original'? What happens if some time later someone finds and revives the original bent frame and builds a car on that frame and number? Which is then the original car, the one with the replacement frame or the car built from bits around the repaired frame? Here we go again, go back and start reading from the beginning, repeating the cycle as often as necessary to achieve sleep.

Regards

The Tangerine Terror

XPAG and XPEG Block and Head Casting Numbers

As most T type (and Y type) owners probably know, the XPAG engine was originally derived from the 1140cc XPJM engine fitted to the 1939 Morris 10/4 series M. The block of this engine, with bores of 63.5mm and the familiar oval water transfer holes, had a casting number of 24144, although this did not always actually appear on the block. To give the 1250cc of the XPAG engine, the bores were increased to 66.5mm by moving out the four cylinder walls, but still retaining the oval water transfer holes; this new casting showed a casting number of 24146. It might be noted that this expanding of the cylinder walls was later repeated for the XPEG engine. Anyway, this 24146 casting remained basically unchanged for the TB, TC, Y, YT, YB and TD until 1952, when a round water hole block was introduced. Until then, even the drillings and tappings did not change, except that the TC (at XPAG/883) gained a timing chain tensioner (with extra drillings etc) and the Y types and the TD had the drain valve moved forward from behind the exhaust manifold. However, in July 1950, at XPAG/TD/2985 and XPAG/SC/15405, a slight change was made to the block casting; the plinth holding the oil filter clamp was increased in area to accommodate a third securing bolt. This resulted in the casting number changing to 24445.

Regarding the Morris cylinder head, it also had oval water transfer holes, and I think had a casting number of 22950, but I have not been able to confirm this. However, when the cylinder head was used on the XPAG engine, it showed the casting number of 22952, and this did remain unchanged until 1952.

In 1952, changes were made to both the block and head castings to encourage more water flow via the rear of the engine. This was done by making the oval water transfer holes smaller, and round, in section. An additional change was made to the cylinder head to allow the use of ¾" thread length spark plugs, compared to ½" thread length previously. The revised block had a casting number of 168421, and the head a casting number of 168422, and both numbers appear on the castings. There was another subtle change on the 168422 cylinder head, in that an 'undercut' was introduced below the inlet and exhaust valve seats, in the opposite direction to the ports. This undercut is still there even when the larger valves are fitted, and although less important for the exhaust ports, means that the inlet ports are more efficient in the earlier heads. Thus the earlier 22952 heads are the better ones to gas flow. Anyway, these new blocks and heads were not introduced at the same time. The TD Mark II apparently gained the new head only (with further mods by MG to have larger valves) on the 9-6-52 at engine number XPAG/TD3/17029; to

celebrate the change the engine code became TD3 (from TD2). It is not clear from the parts lists if the Mark II had the new block at the same time, although 'Blower' implies that it did. However, both the TD (including the Mark II) and the YB certainly had the new block the next month; the TD on the 9-7-52 at XPAG/TD2/17969, and the YB on the 22-7-52 at XPAG/SC2/17463. Finally the standard TD and the YB were given the new head rather later on; the TD on the 26-11-52 at XPAG/TD2/22735, and the YB on the 6-2-53 at XPAG/SC2/17994. I'm sure all appropriate MG owners know that since blocks and heads can be swapped around, then a totally round water hole system must use the new (at that time) round water hole gasket, and any other combination should use the original oval water hole gasket.

MG (or Morris) appear to have made a significant change to these new 168421 blocks only three months after their introduction. In October 1952, the clamping for the distributor was changed from a setscrew to a cotter bolt. This required the elimination of the boss holding the setscrew, and the provision of a 'side' boss for the cotter bolt. Obviously the drillings were changed, but in addition the top machined surface on which the distributor sits was lowered by approx 1/8" (new distributors were also introduced). However, there does not appear to have been any change in block casting number.

Late in 1953 the TF1250 was introduced, and this continued to use the 168421 block casting. The 168422 head casting was basically unchanged, except that they were now all supplied with larger chokes for the larger valves used on the TD Mark II; thus the head casting number was changed to 168425. All such engines were coded XPAG/TF, the YB had by then been discontinued.

168425 was incorrect, so it was The final casting changes were in 1954 for the XPEG engine, as fitted to the TF1500. To gain the 1500cc (actually 1466cc), as already mentioned, the bore walls were opened out again. This resulted in the cylinder walls between no 1 and 2 bores, plus no 3 and 4 bores, being 'siamesed' together. An additional consequence was that the round water holes on the non-pushrod side were too close to the cylinder walls, so they were also moved out by approx 3mm. The new block casting had the casting number AEF117. The cylinder head had the same round water holes moved, and was given the casting number AEF118, although in this case it was actually stamped on the heads. This was because some of the existing 168425 casting boxes were used, but with slight changes to the coring to reposition the 'moved' water holes. Thus the casting number ground off, and the heads stamped AEF118. A

new head gasket was introduced to accommodate the larger bores, plus the moved water transfer holes.

The block casting numbers can be found on the left-hand side of the blocks, and the head casting numbers on the upper head surface, towards the front on the right hand side. Other numbers on castings relate to the casting box number (single number) or the date of casting (numbers and letters).

It may be noted that no mention has been made of the change from the 7¼" to the 8" clutch; this is because no casting changes were made to the block.

Roger Wilson

'REBUILD' 2004

It all seems rather a long time ago now but this year's 'Rebuild' event was the best attended ever. Organiser, John Steedman spent much time getting together a superb programme and it was a pity that a last minute hiccup with the TD/TF Gearbox session occurred. That said, Register "stand-in at the last minute presenters" David Butler and Barrie Jones did us proud.

The TD/TF Gearbox session was recorded on video and we are currently considering whether to make this available to T Register members, as we did the XPAG video. We are also considering the option of re-recording it. Watch this space for further details!

Sessions were also held on the restoration of TB/TC shock absorbers (presented by Peter Cole), Restoration Tips "A Dirty Dozen" by John Steedman, TD/TF Front Suspension (Barrie Jones), Supercharging (Chris Owen) and Keeping the T-Type Running (Peter Jones).

For the benefit of those who were not able to attend 'Rebuild', we are going to publish information from some of the presentations in TTT. We start this month with an article by John Steedman on the restoration of headlights and I know that John has plenty more articles "up his sleeve". I also hope that we can produce something on Peter Cole's session. Information on the TD/TF suspension is of course available as a Register Booklet.

Notes from a Rebuild
No. 3

Restoring Headlights – TA/TB/TC

The "perfect project"?

Restoring headlights for the T is my idea of a perfect project. Apart from the actual chrome plating and resilvering, you can do everything yourself with the minimum of tools. You can turn a piece of junk into a prized and valuable specimen. It combines the pleasurable restoration elements nicely: researching the correct specification; looking for missing pieces at autojumbles, getting hold of the right specialists, some handiwork in the garage and the final assembly. What's more, the only two pieces that are likely to be seriously corroded probably won't need replacing as they are not noticeable when you've finished.

You can then secrete the finished lamps away in a dry and safe place until that glorious moment of putting the whole car together (in my case a few years later!). It is the perfect project for the winter months.

What should they look like?

As a serious restorer, you will no doubt have a copy of the "bible", Sherrell's "TCs Forever!" as well as, hopefully, Clausager's " Original MG T Series" and Graham Robson's "T-Series, The Complete Story". These books give details of the various Lucas headlamps used for the T-ABCs (LBD 140EDS, M140 & MBD140) and the various lens and rim combinations. If you are pursuing originality, you might want to search around to ensure that you have the correct lens and rim for the date of your car as well as solenoid dipping reflector for the early models. One thing that spoils many T-Types for me is the use of 7" rims instead of 8". In the sixties, when T-Types could be had for £150, many of our cars were converted to use 7" sealed beam units, and I think they look all wrong.

The steel base of the lamp, on which the type designation is engraved/pressed should be painted black. The five copper fixing rivets should also be black, (the photograph on the next page shows them before painting). The big brass nut that fixes the lamp to the radiator/wing support was chrome plated according to Sherrell; having looked at some original period photos, I'm not convinced and have left mine as polished brass (any Lucas experts out there?).

You need a steady hand

Taking the lamp apart is very simple, just make sure to keep all the fiddly bits in a box. The only difficult part is drilling out the copper rivets from the inside of the lamp shell without damaging the brass. Fortunately, they have a nice dimple on the inside face that centres the drill-bit nicely. You can secure the lampshell on an old cushion or hold the mounting bolt in a rubber lined vice, steadying the shell with the other hand. Once apart, you can examine the two steel plates that hold the shell. Once they have been cleaned / wire brushed / grit-blasted / painted / powder coated, the outer should look as good as new (although you may not be able to read the engraving). No-one is ever going to see the inner.

There are platers and platers!!!

In my restoration I used four different platers. If I started again, I would use only two, one for simple, quick turnaround tasks and one for significant repairs. What I should have done was to spend a lot of time talking to T-Register members on their personal experiences of the work of the different companies. Some companies fit our small “nuisance jobs” in with whatever industrial priority work they have on at the time. Others specialise in our type of work and are usually well known by the motorcycle fraternity. A third type not only does excellent chrome plating, but is expert at repairs ranging from minor headlamp ‘dings’ to major reconstructions involving new brass pieces, heavy copper plating, etc. For the headlamp shells, make

sure the company is happy and competent to work on dents and cracks, etc., if you have them. Don't forget to remove the Lucas medallion before chroming. If your old medallion is worn, they can now be purchased new.

Fake Riveting

Three different types of rivets are used in the headlamps: firstly, the ones you drilled out to remove the shell: secondly, the two small rivets which locate the small bracket that holds the threaded shaft into position on the shell bracket; and finally, the chrome plated rivet on the top of the rim that fixes the locating lip.

Rather than locate and hammer in the correct rivets, I adopted the solution of replacing them all with "coach bolts" (see photo opposite), These are made by filing the heads of brass BA bolts so that they match the original rivet head shapes. The correct shape is quickly achieved by putting the bolts into an electric drill chuck and filing them as they rotate. After tightening, I secured the nuts with Araldite.

Assembly

After the bracket assembly has been "fake riveted", assembly is simple. The W-clips that secure the reflector in place can be purchased from Moss, as can the front clip and spring that holds the rim to the shell. I found it difficult to firmly secure the new medallions with the metal tabs, so rather than risk damaging the shell, I again resorted to Araldite to give a watertight seal and stop the rattling. I also had problems with the rubber seals available from the main suppliers; they were too firm. Luckily I finally

obtained the correct seal from Keith Ardley in Ely, who also did a great job on resilvering the reflector.

Dazzling

Determined to see and be seen on winter trips to the Natter, I opted for halogen bulbs from Tim Hodgekiss who also provides the correct bulb holders for the original reflectors (see picture below) and the medallions. I picked up the securing collars from an autojumble.

Remembering the performance of my old lamps in the 60's, I was delighted to be flashed by oncoming traffic recently, reminding me to adjust the beams downward a little. It's been a long, long time since TC 0301 dazzled anyone!

Happy fettling!

John Steedman
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Tim Hodgekiss: 01692 536790
S&T Chrome-Plating: 01454 313162

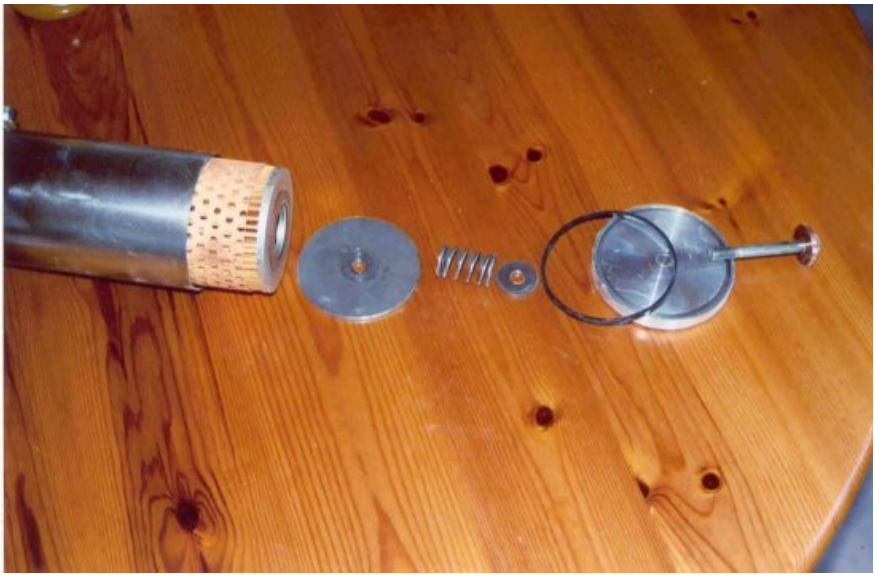
TC Oil Filter

I was intrigued by Bob Grunau's article in the first issue of Totally T-Type. I too was faced with the problem of replacing the oil filter canister on my TC. The car was bought as a box of bits and is now nearing completion. However, during the engine re-build the replacement of the filter was necessary. I bought an oil filter from Harry Crutchley at the Octagon Club. When it arrived it was only the paper element. No wonder it was so cheap! Enquiries lead me to learn that the container for the element would set me back the thick end of £100, so as I have a pretty good workshop and engineering knowledge I decided to make one.

First off I enquired from a friend in the motor parts trade as to the ease of supply of the type of filter element Harry had supplied. He told me that they are used on quite a few Rover models especially the small automatics like Metros and Minis so there should be a reasonable supply for a few years to come.

The filter element is just under three inches in diameter so I needed a piece of steel tube 3 inches internal diameter into which it would fit. Unfortunately this seemed to be unobtainable as steel tube is measured by its outside diameter. Three inch tube was too small and the next commercially available size of 3½ was too big so a piece of 14 gauge sheet was rolled and welded to form the tube.

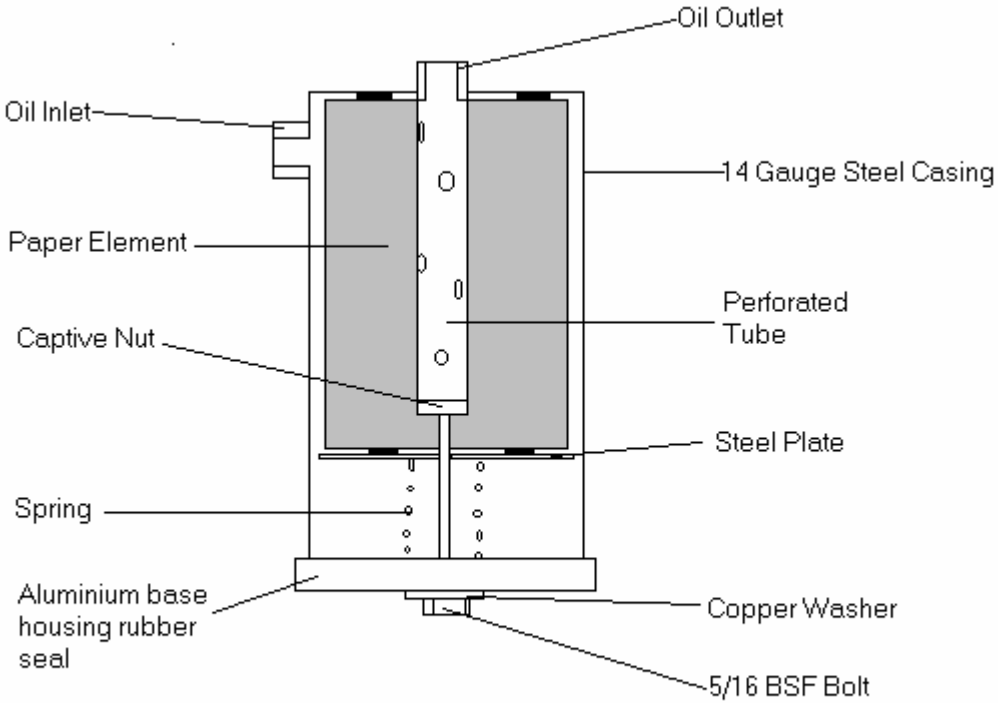
The rest of the internal construction was fairly simple and based on the internal layout of a Morris Minor filter housing I happened to have lying around. Using the paper element as guide the various tube lengths were established and machined to size.



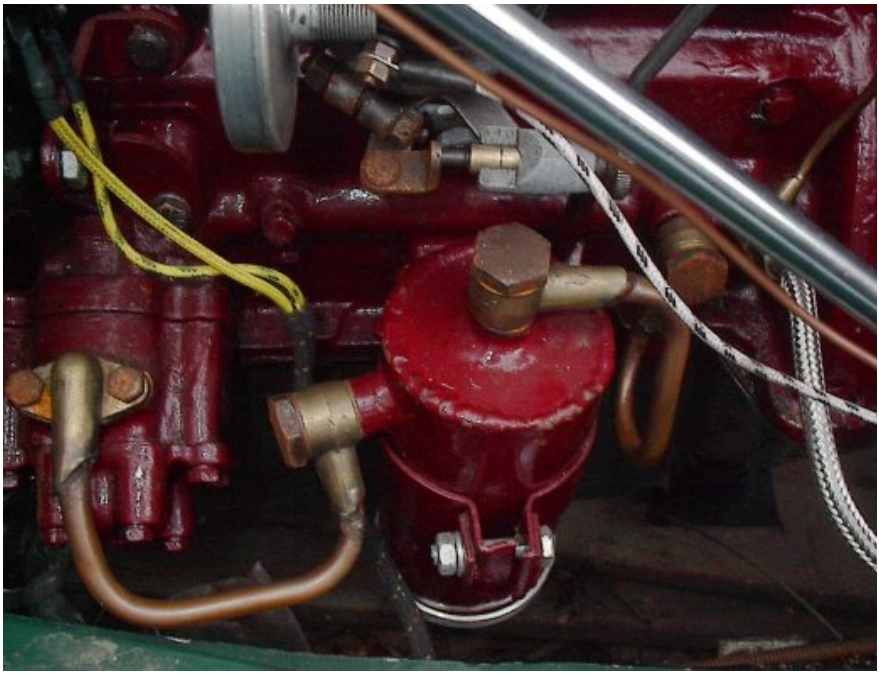
The internal drilled tube with captive securing nut and lid were then welded together. To prevent distortion the oil pipe unions were brazed in. The base plate was turned from 3/8" aluminium plate to give me the necessary depth of groove to take the seal ring. A thick copper washer around the securing bolt ensured an oil-tight seal and prevents undue wear on the aluminium. A suitable spring and a filter retaining plate completed the housing.

A helpful soul at the technical department of the filter manufacturers explained about the importance of flow direction. Essentially, the oil should flow **towards** the perforated metal tube in the filter element. (In this case from outside to inside.) Although the filtering properties of the element are unaffected by the flow direction, it is possible for the filter to break up under the pressure of reverse flow. (This is would cause the blockage of the outlet mentioned in Bob Grunau's article.) The oil flow in the original filter was from inside to outside so I decided to reverse the flow by re-routing the external oil pipes. No doubt the purists will be horrified by this desecration of a sacred XPAG but efficiency seems to me more important than fine detail.

The original external pipes were steel. I replaced them with copper. Copper pipe is easier to bend and will easily support the necessary pressures.
(It also gives something to polish for those that like that sort of thing!) By removing the ends from the original pipes and silver soldering them onto the pre-formed copper pipes the new filter housing could be attached using the original bracket as a direct replacement.



Sketch of the construction of the Oil Filter. (There is a photo of the oil filter installed in the car on page 18).



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SPARES UPDATE

Whilst on the subject of oil filters, it is opportune to mention that all of the oil filter adapters brought over by Bob Grunau (15 TB/TC/Early TD and 5 Late TD and TF) have been sold. The price was £45 plus £5 postage for the TB/TC/Early TD and £21 plus £1.50 postage for the Late TD and TF. This was arranged as a non profit making transaction for Register members and a donation of £75 has been made to Register funds. If anyone else requires these well engineered adapters they can either contact Bob Grunau direct, or I am happy to arrange another batch. However, please expect to pay more next time as it won't be possible to bring them over from Canada, free of charge. The larger of the adapters were sent out in washing powder tablet boxes, requiring Mrs James to buy and store enough washing powder tablets to last her until 2006 – she is now hoping that there are not going to be too many further orders!

There has been sufficient interest in the polyurethane bushes mentioned on page 24 of the March issue to place an order on the supplier.

The front springs for later TAs are still possible but more interest is needed.

TF - REBUILD

A STORY OF THE TFs IN MY LIFE & THEIR REBUILDS

I have, since my childhood, had a love for sports cars, especially M.G.s and T types in particular. I yearned for a TC and was determined to own one as soon as could afford it. I achieved this when I was 20 buying a 1949 TC in Kew from a Major in the Rhodesian Army who was coming to the end of his leave. I had all the usual problems of being an impecunious youngster who used the car every day, whatever the weather, to get to work. Many parts were replaced and I remember purchasing the last pair of front springs from University Motors, carrying them home on the train. A re-spray cost me £20. After about eighteen months and many more running repairs I decided to stem the flow for a while by selling the M.G. and purchasing a Mini. That was fun and was more appealing to most girls on a Saturday night. Whilst I owned M.G.s again before I returned to T types – both MGBs – I always hankered after a T type and in 1983 I found a TF in Stockport. This was black with red interior and steel wheels. It was by no means concours but it was a T type and that was what I wanted. One reason for getting the car was because, having attended Hausach in 1982 with my wife Sheila and enjoyed it so much, we wanted to go again in a T type. That was never to be because sadly, Hausach was never to be repeated, but we had attended the last one and still have fond memories of that even now.

The first real problem I encountered was that she did not corner very well. It did not have a front anti roll bar so fitting one became of prime importance. The old factory kit was no longer available and I quickly adapted an MGB kit to fit. I will describe the fitting later in this series. This transformed the handling and it then behaved as well as the B, which I suppose is natural as the set up was now the same.

We used the car quite bit and did the early Regency Runs. It was then that Ron Gammons suggested that I should race the car at Brands Hatch. He said I would enjoy racing it in the Standard Class. This is how I got the racing bug and I began to develop the car more and more over the years, which eventually meant that I could not really use it on the road. I had again lost my T type for road use. I still had the MGB but after a while hankered after my beloved T type for the road. This is how I ended up buying a TC, this time from Ron Gammons. It came without an engine but that was not a problem as I was putting a new more highly tuned XPAG in the racing TF. The old engine, which was built for the Standard Class and was bored out to 1458 cc was just the job as it was only mildly tuned. The block was an XPAW and had enough meat in it to take the 1458 bore, I therefore had a 1500 TC and even used the TF carbs and air cleaners – I regretted that later. I partially rebuilt the car over

the next year and we really enjoyed using it apart from one thing – yes you've guessed it, the steering. Over the time I owned the car I changed everything on the steering and checked the geometry etc. even tried fitting shims but to no avail. The car was fitted with a Tompkins kit. The only thing I did not change was the worm and peg as that appeared to be OK. That was to be my next job and I even had a new unit manufactured. However, before I got around to fitting it we took the car to France for a touring holiday and after some hairy overtaking moments I decided that the car would have to go. As it happened, a dealer from Germany called at the house and a deal was struck. The car therefore went quite quickly and I was again without a road going T type. I have given some thought to TC steering and often wondered why if it was OK in 1962, why it should be so awful in 1995? There is obviously the aspect of wear but I do think that driving was so much easier in the 50s and 60s. Traffic was slower and there was not so much of it about. The T types would most likely have been less powerful (before their rebuilds) and therefore altogether easier to drive in those far off days. Whilst I know that it is possible to get a TC's steering to behave properly I am sure that wear is always a problem. With the availability of Datsun and Volkswagen steering units I consider that this is the way to go. You will have a car that steers as well as a TF and, more importantly, be able to drive with confidence on today's busy and overcrowded roads. You will also feel comfortable that you and your passenger and other road users will also be safer when driving with you alongside them on the roads. It is a fact that most TCs in South Africa, Australia and the USA have changed their steering boxes. That must mean something. Well that is enough of my TC involvement I now determined that I would look out for a TF and the 1500 I really wanted.

I became very involved with a total rebuild on the racer and it took a little while for me to realize that I virtually had a whole TF in spare parts. All I really needed was a chassis, an XPEG block and a radiator shell. Once the racer was finished, a complete rebuild in a shade over six months, I set sights onto the road going TF project. As luck would have it, I had earlier been talking to fellow racer Steve Baker who just happened to have a genuine 1500 chassis with heritage documentation and also a TF radiator shell. The chassis came from America but had been converted to right hand drive. A deal was struck and the chassis was stored in one of my sheds pending a start on this "phoenix" project. At the end of the racing season I decided to start and moved the chassis into my workshop. On closer examination of the chassis my heart stopped. It was out of shape and had obviously been in a very bad accident at some time in its life. Perhaps that is why it was only a chassis. I suspect that it had been in a rear end shunt and that the chassis had moved upwards and forward with the main bend being just behind the front spring hanger. Steve took the chassis back for straightening but this delayed progress somewhat.

When the chassis came back I wanted to ensure that it was to the correct dimensions, so carefully checked all the measurements and offered the body to it as well. It transpired that there was a slight twist and misalignment in the chassis and some creases where it had originally bent. A friend came round one Sunday morning bringing with him a chassis jack. Judicious use of this with wooden blocks and heat, followed by frequent careful checking, enabled us to get the chassis 'spot on'. Next we dealt with the creases, my pal's method was ingenious. Quite simply we drilled a hole in the box section opposite the crease and then knocked it flat using a punch. After all the creases were as flat as possible the holes were welded up and cleaned off with a grinder. The next job was to apply a little filler to the areas where the creases were and subsequently smoothing off before painting. Another little tip for the purist…….. the filler had covered the spot weld marks on the chassis where the inner rail was fitted. Answer – a gentle tap with a hollow punch soon replaces the spot weld mark – simple! By the way, we did check the chassis alignment again after taking out the creases.

Kingpin assembly showing quality of P232 polyurethane paint

Now I had a straight chassis. Normally I would have a chassis powder coated but on this occasion the chassis had already been sand blasted and painted. I therefore decided to paint the chassis using what I consider to be the best chassis paint available, Polyurethane Black ICI Auto Colour Hi-Gloss 383 - Black P232-122. It is very expensive but gives an excellent brushing finish on all parts like shock absorbers, back plates etc. It is possible as well to get spray canisters made up at some suppliers. With the chassis now sitting on trestles at above waist height I applied two coats of P232, leaving a few days between each coat. This worked very well and I can certainly recommend this as an alternative to powder coating. After several years there has been no deterioration in the finish.

I now had a chassis that was ready to receive its component parts. I would need to ensure that not only did I have everything to complete the rebuild, or perhaps, rather the construction of the car, but also that everything came

together at the right time to avoid delays. I would also have to decide which jobs I would entrust to others and which I would do myself. I had already decided that I would not do any painting. I also decided to outsource the rebuilding of the gearbox and the rear axle. At a later date I would have the weather equipment professionally made/recovered. I still needed an XPEG block.

The first job for me to tackle would be the construction of the rolling chassis but before I started it would be necessary to get the bodywork under way. I had the original steel wings and running boards from the racer stored in the workshop loft.

I retrieved these and found them to be in pretty good condition. I took these together with the bulkhead, the scuttle and one or two other painted items to a firm of chemical strippers, where all the paint and rust were removed, as if by magic. None of the damage that can be caused by blasting nor the agony of hand stripping. I took these down to Jim Talmage at Crownlands Motors in High Ongar where he lightly primed the bare metal and kept the wings and bulkhead. He was to braze up any pinholes in the wings prior to finishing and painting and also to fill in the extraneous holes that always seem to find their way into bulkheads over the years. Jim and his team at Crownlands have always carried out my body and paintwork and I can thoroughly recommend their work. Crownlands are an MGCC appointed workshop. Check them out.

With this work under way I turned my attention to the body. This also came from the racer and would ideally need re-skinning. I fitted the body onto the

chassis and stripped the lower bodywork from both sides. This had been repaired in the past with a lower section that overlapped the original upper section, a bit of a bodge! Whilst the wood on the right hand side was in very good condition, that on the left was very poor and it was necessary to replace the main bottom rail and the under door rail. The front side and top rails would also need to be replaced. These were ordered from Moss but on arrival found not to fit. They assured me that they were accurate but they were not and had to be altered to fit properly. Judicial use of some old ash and araldite accomplished this task. The rails were then fixed into position with brass screws and araldite. I also re-screwed the r/h side and glued as appropriate. This gave me a very strong body frame and I was lucky only to have these small parts to contend with. The lesson here is that you will probably have to make adjustments to most pattern items to make them fit. The body and doors were then taken down to Jim with the new steel skin parts that would be fitted in his workshop. The doors would not be a problem as they had been refurbished and re-skinned in aluminium, several years previously, by Alastair Naylor and were a good fit. The running boards were beyond repair and were scrapped. This left me free to get on with the chassis build and get other items under way.

(***To be continued).***

Malcolm Hogg

The completed car in Malcolm's garden with wife, Sheila, at the wheel.

Ed's note: There are quite a few instalments to come before the car is like this!

The Last `T' Type

As we enter the summer of 2004, the 50th anniversary of the last `T' type is rapidly approaching. I am referring to the TF1500, which was announced at the Earls Court Motor Show in September 1954. It had a new, larger, version of the XPAG engine which had been fitted to all the `T' types from the TB through to the TF, and the engine designation had been changed to XPEG to signify the new capacity.

One month earlier, EX179 (a streamlined MG special fitted with an unsupercharged XPEG engine) had secured a batch of world records at Utah in America, including a top speed of 153.69 mph and an average for 12 hours of more than 120 mph.

Differences compared with 1250cc TF

It seems obvious to me that the TF1500 was put into production in a hurry. Apart from a change to the design of the block, and badges on the bonnet sides proclaiming *"TF" 1500*, very little else was different from the 1250cc model which preceded it.

The block was new, although the changes are hard to distinguish externally. Basically, cylinders (1&2) and (3&4) were enlarged so that they overlapped each other. Instead of having 4 cylinders each surrounded by water there were now two pairs of cylinders cast in the shape of a number 8. There were fears at the time that this would lead to localised overheating, but since most of the heat is generated on the side of the piston as it descends on its power stroke, this occurs at 90 degrees to the siamesed area, and so this fear proved to be unfounded.

The bore size was increased from 66.5 to 72mm, but the stroke was unchanged at 90mm. This gave an increase in capacity from 1250cc to 1466cc, and the larger bore required a new cylinder head gasket.

The cylinder head appears to be identical to that of the Wolseley 4/44 (the only other vehicle still being made at that time with an X series engine). The 4/44 had a compression ratio of 7.25 so placing the standard 4/44 head on a 1466cc block raised the compression to 8.3, which was just about perfect.

And apart from new connecting rods with a wider cross-section, that was about it.

There were rumours that the 1500 had a nitrided crankshaft. This was not so, indeed the crankshaft was not even made of a quality of steel which

lent itself to nitriding. The rumour appears to have arisen because the factory did not recommend regrinding the crankshaft. Instead, you returned your crankshaft to the factory, they exchanged it for a brand new one, and your old crankshaft was then reground and used in the rebuild of a 1250cc engine. Presumably they were worried that an undersize crankshaft would be more likely to fail in a 1500 than in a 1250.

The standard rear axle ratio was unchanged, and there were no changes to the distributor advance curve, the camshaft, or to the carburetter needles. This all leads me to conclude that the 1500 was rushed into production with virtually no development work whatsoever.

But perhaps I am being a little bit cynical. To be fair, when the 1250cc TF was introduced there were complaints about a `flat spot' in the mid range, and many enthusiasts at that time felt that the larger 1.5 inch carburetters were to blame. Initially these carburetters had no dampers in their dashpots, but fitting dampers were only a partial cure, and a High Pressure fuel pump helped a bit more . However, when the 1500 came along, the carburetters were found to be just right and the flat spot disappeared entirely.

The effect of these changes

So just what effect did these changes have? The increase in engine capacity from 1250cc to 1466cc produce a little more power, but the most noticeable difference was the increase in torque, which increased from 66 to 77 ft lb. So the top speed went up from 80mph to 85mph, but the increase in acceleration was far more noticeable with the 0-60 time being reduced by 3 seconds

	XPAG	XPEG	Increase
Bore	66.5mm	72.0mm	8%
Capacity	1250cc	1466cc	17%
Compression ratio	8.1	8.3	2%
Power	57 bhp	63 bhp	10%
Torque	66 ft lb	77 ft lb	17%
Top speed	80 mph	85 mph	6%
0 – 60 time	19 sec	16 sec	-16%

TF Production History

The `T' register is very fortunate to have access to the original factory build records for the TF, so this made it easy for me to produce the following data.

TF1500 Production started on July 13th 1954 at chassis number TF6501 and ceased on April 4th 1955 at chassis number TF10100. The 1500 was made in batches initially, whilst the remainder of the 1250 engines were being used up. The TF1500 batches were:

TF6501 – TF6650	(150)	TF6751 – TF6850	(100)
TF6951 – TF10100	(3150)	Total	(3400)

TF1500 Production Statistics

In this country, genuine factory TF1500's are quite rare. Whilst a total of 3400 TF1500's were made, only 244 of these were for the UK home market, with the vast majority going to the USA. The 4th character in the chassis number provides the following statistics:

4th character	TF Production Statistics	Total made
1	UK RHD	244
2	Export RHD	522
3	Export LHD	72
4	USA	2487
5	Bare Chassis	0
6	CKD	75
		3400

Significant dates

The following table gives some of the more significant dates. It differs slightly from the data provided by A Clausager in his otherwise excellent book, because Anders states that the first 1955 vehicle was TF8644 made on 4th January 1955, failing to spot a batch of 5 (numbers 8571 – 8575) which were made `out of sequence' on 3rd January 1955.

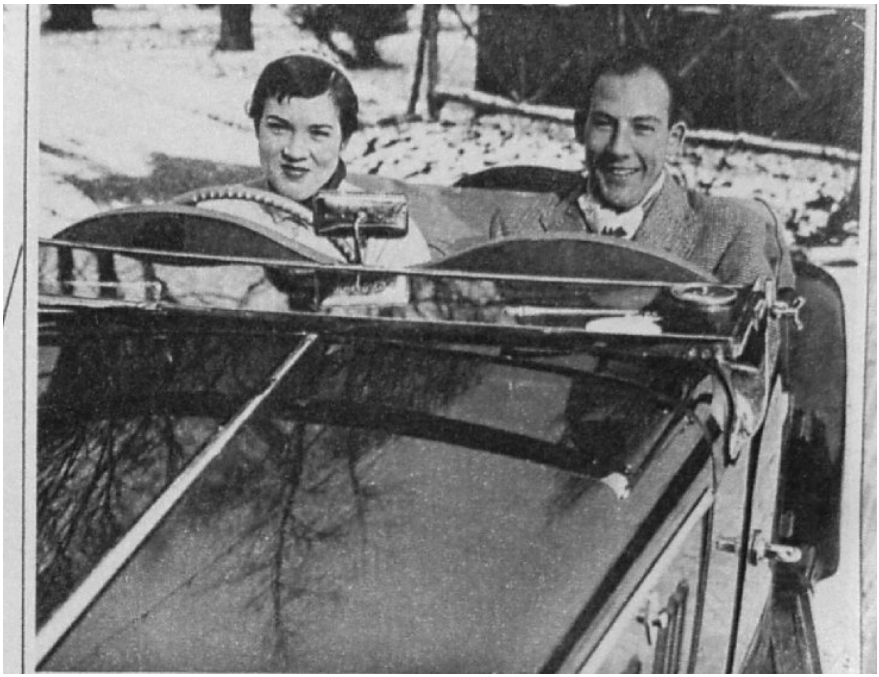
Chassis no	Date	Details
6501	13/7/54	First TF1500 (XPEG engine)
6651	9/8/54	Reverted to 1250cc
6751	26/8/54	More TF1500's
6851	28/8/54	Last batch of 1250cc
6951	8/9/54	TF1500 only from this number on
8571 - 8575	3/1/55	First batch of 1955 vehicles
8643	30/12/54	Last 1954 vehicle
10037	18/3/55	Last UK vehicle HDC16/10037
10100	4/4/55	Last export vehicle HDE23/10100

Competition Use

The only references that I can find to competition use is in `The Story of the MG Sports Car' by F Wilson McComb. On page 118, he states that *`several of these larger-engined TFs subsequently did quite well in competitions, one driven by Denny Hulme over in Australia, another in British events by Pat Moss, sister of Stirling'* (Moss).

I have a copy of a photo taken from the Sunday Times colour supplement recently, which shows Pat and Stirling sitting in a TF. Maybe, just maybe, it was the same one.

Barrie Jones
TD/TF Specialist



Ed's note: Thanks, Barrie, for a very informative article. Barrie has also given me an article on the TD MK II and I hope to be able to include this in the July edition of Totally T-Type.

A Diary of TC Use and Maintenance

The reason I have offered this column to TTT is that whilst there are many articles in the various publications which report wonderful long trips and holidays in T Types, or give excellent technical information, as well as recording competitive events, all of which I greatly enjoy, there are fewer on the business of daily use and home maintenance. The latter is what I do, and perhaps there are those who will identify with some of the experiences, difficulties and joys that I have in running this car.

First perhaps, a little bit of background. I have owned MPA 894 since 1972 as my first car. My mother lent me the money to buy it, £450, which was about mid-price at the time, concours models being available for about £1000. I have always used my TC (see ***Safety Fast!*** March 1980, for example) but have never had huge funds for professional work. The short engine has been rebuilt once in 1979, and it has twice been professionally sprayed, 1980 and 1987. Since then I have learned to do much myself, even spraying.

It is March 2004 and I am on the road again. Winter has seen a new rear wing (I have had my original rebuilt, and shall have to have the other three wings done in turn now!), the hood frame welded up in my first foray into such work, the tank leak-proofed, and a sturdier fitting of my ageing running boards. This car still runs with the original wood - I found no nasty surprises after removing the rear wing, though have long wondered what lay beneath all that thick, clinging underseal.

Two short trial evening runs out last week to Needham Market, about ten miles each way; all seems well, so Suffolk to Cornwall is the first major trip, rather earlier in the year than usual. A terrific journey, including A4 through Marlborough and A361 through such lovely places as Glastonbury and Taunton. I remember winding the car up to 92mph (downhill) on the A4 in the '70s, and this time we got up to 80 on the road to Barnstaple. I'd like to be standing by the road to watch my TC do that speed; it must me quite a sight! (and noise).

I am spending a few days in Plymouth at the naval base, and today got out to Looe via the Torpoint ferry. One of the ferrymen told me of a 'roight buckle' in my rear o/s wheel. I have taken a look and have decided he does not understand 19" wheels - it is, I think, running pretty true!

The list of 'things to do' over the last 450 miles (since I left home) is lengthening, as one might expect on an early Spring run, sitting in faraway Cornwall . I notice that some of the wiring loom, which I fitted about four years ago, is rubbing against the track rod; two spokes are broken (the

Torpoint ferryman was right); and the running boards look terrible despite my efforts - I have kept repairing them, but they are in a sorry state and I look forward to smart new ones very soon. The paint on the bonnet has worn thin, so further spraying will be required soon. The fuel tank no longer leaks from the bottom; I used epoxy resin on it which has done the trick, the secret being to get right down to bare metal and then apply, usually at seams. However, fuel is now seeping from the inner casing of the sender unit, so I'll have to try to proof that somehow! (The recent article in TTT on these units will be a help, I think).

On arrival home 846 miles have been covered. No better way of keeping the TC running smoothly, brakes and all!! The steering has been positive (though I was most interested in another recent TTT article about steering box conversion) and much better since I replaced the shim in the box. I had to remove one shim in order to persuade the MOT garage that there was no real play! This actually made the steering too tight, but lack of play pleased the garage. This reminds me of the worst steering problem I ever had which was northern France in '83. I just could not understand why the car was so difficult to steer, and wondered about French camber, tyres, surfaces, the fact that it was my honeymoon, etc; eventually the problem was discovered. My new king pins, fitted just before our trip, were too tight making safe steering near impossible.

Since being back home, I have attacked my fading side screens; in the past I have even tried molten black boot polish (this was advice from a naval Captain who ran an old Jag and swore by this method to keep his hood smart), but this time I have used dye and simply painted it on with pretty good results. They'll last another year, anyway.

My main worry now is the handbrake; I have tightened it and am certainly pulling against something, but it is almost completely non-effective so something is wrong - I'll need to look further. In working on the brakes by the way, I made use of the excellent article in SF (March 2004 p18, David Washbourne) for a method for replacing the retaining circlip.

A final point; much is said of the problems with starting the XPAG engine following a long run and refuelling – fuel overheated in carbs, car won't start, or is very erratic. What works for me is the choke – never fails – just push in again as soon as I'm into third gear.

Christopher Tinker

Ed's note (again!): The more perceptive of you might have noticed that the real purpose of the Editor's footnote is to fill up the page when there are only a few lines left! Seriously though, I agree with the sentiments expressed by Chris – i.e. Totally T-Type ought to be about maintaining and running our T-Types – they are not museum pieces !

ANDREX – by Brian Craft

(No, not the brand of toilet paper, the friction shock absorbers!)

Having spent a considerable amount of time and effort, not to mention money, on restoring my TD Mark II, I arrived at the stage of replacing the four additional Andrex friction shock absorbers, which originally graced this high powered competition machine. Of course, it goes without saying that the availability of this component can be likened to that of rocking horse manure! However, with something in the region of sixty horsepower on tap, one needs to take advantage of every available feature!

So, what to do? Why, put down the beer, get off the rear end and make some, of course!

In some respects I was lucky in having the remains of one unit (see photo opposite), which, although it had seen better days, gave me a pretty good idea of the basic dimensions. A drawing in Malcolm Green's T Series Restoration Guide and a modicum of research gave me the correct lettering.

Armed with this information, I set about making the patterns. The main casting or housing was milled and turned from a solid billet of aluminium. The base was a piece of flat plate, shaped and screwed into place. The cover plate was also made in a similar manner with the addition of lashings of glass fibre filler paste and some specialist stick on letters. The first castings were returned from the foundry for checking, and after some considerable "fettling", these became the master patterns.

It should be noted that I am not a pattern maker and it is entirely possible that there was a shorter route or easier method of making these patterns.

Having received the castings back from the foundry, the next task was to machine all the faces, make and insert the bearing bushes, drill the holes, tap the threads as required and screw in the studs. The front oil seal is not as original, since, like the other items, it is unavailable. Instead an ordinary lip seal was fitted, which entailed slightly modifying the cover plate.

Now for the easier bit…..
The internal friction plates are made up of three steel plates and two wooden discs, which originally are believed to have been apple. These are turned or cut to shape as per the original components, the location rivets fitted and keyways cut. The shaft is then machined and keyed and the whole lot assembled and filled with oil.

The arms are fabricated from mild steel bar, bent and profiled to match the originals. The ends are also made up from mild steel, turned and threaded to the original specification, then welded together, filed and ground to resemble a casting.

The completed units were then painted and fitted to the car. They have now been in service for about 1000 miles and seem to be behaving perfectly.

EARTHY THOUGHTS

Have you noticed the increased corrosion on panels, wings, etc., where lamps or other electrical hardware have been screwed on? This is usually where the earth return, via the chassis, has become less than perfect. Under these conditions, when those regions are damp, which may have been for a lot of the time, a phenomenon called electrolysis occurs. This results in the generation of a reactive form of oxygen, together with hydrogen gas, at these spots. This can accelerate the corrosive activity already present at the damp steel surfaces where air is excluded from the region.

This effect can result in a lamp, or other electrical device, functioning progressively worse. The corrosion bug nibbles away at the panel for as long as the conditions are allowed to persist. To give you an idea of the significance of this electrolytic effect, some years ago, I fitted to our TC a neat and pretty MGB number plate lamp. I mounted it on a simple bracket made of aluminium alloy, to the pressed aluminium (original) number plate, with its steel backing plate, by means of a brass 0-BA screw, nut and washers. For a while all was OK, but after a few months the bulb burnt out. The replacement only lasted a couple of weeks, and so did its replacement. At that point it seemed that some scientific thinking was required (belatedly, but at least I actually did some!) I came up with the conclusion that with this combination of brass, aluminium and steel, in the presence of the inevitable moisture, a voltage generating cell had been set up of around two volts or so, which, when the lamp was switched on, effectively ended up in series with the twelve volts supply of the car. The result was that the poor little bulb was running at fourteen volts. When I pulled the lot apart there was extensive corrosion to be seen of the aluminium parts around the brass screw, which proved that the forces of evil had been at work.

The lighting problem was solved by replacing the aluminium mounting bracket with one made of stainless steel, secured by a stainless steel screw and nut; AND by running a separate earth wire from a main earth point of the wiring system right down to the lamp bracket. Thus no return (earth) current would pass through the lamp to earth via the bracket and number plate, and sure enough, no further corrosion took place and the lamp enjoyed a normal life. It is likely that this was two solutions in one, and that either could have worked alone, but especially the separate earth wire part. But I had to get rid of the corroded aluminium bracket anyway.

What all this is leading to is that when my wife and I are completing our TC rebuild, and rewiring where necessary, we propose to run separate earth return wires, of quite stout gauge, with soldered connectors, to each lamp

or other device. This should then obviate the passing of return currents through the body panels at the mounting points, and the consequent corrosion. This concept is not really so strange, as cars with fibreglass bodies or panels have to work this way.

Martin Galliers Membership No 28435 (Originally TC 712)

CAR OF THE YEAR AWARD

Included with this magazine as an insert is a Car of The Year (COTY) Log Book, which has been designed by Graham Brown. Over the last few years the participation of Register members in the Car of The Year Award has dwindled somewhat and the log-book is an attempt to revive interest. It is being introduced on a trial basis this year to help members keep a personal record of their competitive involvement with their car and we are open to any ideas for improvement.

Graham's address details can be found on page 38 of this Issue. His postal address is:

12, Isis Road
BEDFORD
MK41 7BP

Car For Sale

1955 TF Chassis 9073. Red/red. Owned by T Register Historian for last 9 years. Extensive rolling restoration with photo record. All mechanicals rebuilt, including front and rear suspension with new shock absorbers. New interior, 5 new Michelin XZXs. Fully balanced, unleaded, 1350c.c. engine 2,500 miles ago. Totally rustfree l.h.d. ex California car. Parts to convert to r.h.d. (steering rack, pedals, pedal box etc) available separately. £14,850 or £16,250 with 183 TMG registration currently on car.
Tel. Roy Miller 01753 884653 (S. Bucks close M40, M25)

Spares For Sale

Moss TC rubber gearbox cover, complete with gear lever snug. These are brand new, unused items left over from my rebuild. Current Moss price is £84.05 for the pair. Will accept £50 plus postage. Tel: 01243 867687 e-mail: peter.cole@onetel.net

TF 2 l/h Steel wings. Stripped chemically and primed, in good condition. £175 each. TF & TD rear axles - £200 each. 2 of TC gearboxes, one with all parts for rebuild – offers. TF bonnet sides - £50 each. Bonnet tops with louvres - £150. Ali side covers. LHD rack - £50. Rear springs - £30. Rear valence in glass fibre - £10. TF windscreen, rechromed – offers. Wind wing set. Radiator, new - £250. Rad side supports, L & R. Rad mounting bracket. Rad grille slats & top & bottom supports. Spare wheel carrier - wire wheel type. Fully ported & polished Laystall alloy head plus valves - £750. Fully ported & polished iron head plus valves and race springs - £450. XPAG blocks, Heads, Crankshafts, camshafts and conrods. Oil pump. 1500 + 60 pistons, 1500 std pistons – both used. All good. Exhaust manifold, inlet manifold. Pair of front bumper mounting brackets, front bumper rechromed, Dip stick, over-riders, tanks sides chromed, many other chrome, wishbones & spring pans, other suspension and small parts, just let me know what you need. Horns, gearbox cover, transmission tunnel, scuttle & frame with wiper motor mechanism. Wiper motor. Horns, ali rocker cover, 2 bulkhead supports – powder coated. Rear spring axles & shackle fixing parts. Fan blades. Prop shaft. King pins & hubs. Front shocker casings. Rear shockers. Brake parts.

TF instruments, some reconditioned, centre dash piece with chrome parts. Dashboard finisher rail.

Various running boards. TF hood & frame – new wood, side screens – tan, side screens black no frames. Side screen box – all new metal. Trim. Floor board supports. Radiator stay bars, bulkhead to chassis stays.

Fuel tank straps – painted & chromed, pair of seats plus one seat squab, seat slides. Door handles.

TD pair of doors - £25. rear valence £15. Front valence - £10. petrol tank & spare wheel carrier - £50. Side lights & head lights – offers.

YB rh front wing - £25. Petrol tank - £15. Windsrceen & frame, D lights & indicators. Front valence - £10. New sill kit, Handbrake lever, will fit TF. Steering column, will fit TF modified.

MGB boot lid - £25. Ali comp front valence, new - £200. also glass fibre front and rear valences £100, pair.

Carbs 1 ¾" H6 – 1 ½" H4, 1 ½" – HS4

Various ratio banjo axle diffs MGA type.

ALSO 1993 DASTLE RACE BOX £3,995 ono

Malcolm Hogg - Tel. 01277 823017 (Essex)
e-mail mgh@t-racer.demon.co.uk

Pair of repro wing mirrors for a TF. Unused. Half the Moss price (whatever that is!), plus postage. John James 0117 986 4224

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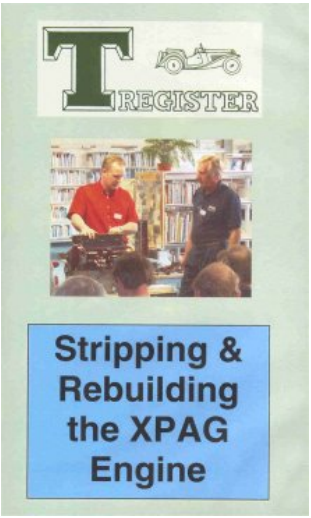
REGALIA UPDATE



Since starting this issue of TTT (it takes me roughly a week to complete, working evenings) I have received another box of 50 of the XPAG video. Of these, 8 are already accounted for to satisfy back orders. The rest will sell steadily from now to Silverstone and what doesn't sell before Silverstone will go on the Register stand at the International Weekend.

When we started out on this venture, we confidently thought we would sell 100 copies. We then sold another 100 and now we are well on our way to selling the third hundred! I keep telling people that it is the best £15 (plus £1 postage) they will ever spend and even if you don't intend ever to rebuild your engine yourself or do any work

on the engine yourself, it is still worth seeing how the engine comes apart and goes back together again. A cheque for £16, payable to "MGCC T Register" and sent to me (John James) at 85 Bath Road, Keynsham, BRISTOL BS31 1SR will ensure by return delivery.

Another update I can give is to the TD/TF Gearbox video mentioned on page 10 under the 'Rebuild' 2004 report. We have now decided to remake the video and this will 'star' the TD/TF Technical Advisor, Barrie Jones. Barrie is likely to base the "script" for the video around his excellent TD/TF Gearbox booklet (which is available from the Register for £2.50 plus £0.75 postage) so this will be real "belt and braces" stuff. You just won't be able to go wrong! We haven't finally battened everything down yet, but it would be nice to think that the video could be ready in time for Silverstone.

Finally, for those of you who do not have Internet access, we have advertised a Yearbook sale on the Register website (http://www.mgcars.org.uk/mgcct). We are offering the 1987, 1988, 1990, 1991, 1992 and 1993 Yearbooks at half price (£2.50 per copy) with subsidised postage (£0.50 per copy) for a limited period (we said up to the end of May on the website, but as we've only just announced this in TTT, we will take it up to and including Silverstone). The 1989 copy of the Yearbook is not included in this offer since we only have 4 copies left.

A fairly detailed description of what is included in each of the above Yearbooks has been posted on the website. It probably runs to about 3 or pages of A4, so it is impractical to publish it in TTT, but if anyone is interested I can run them off a copy and send it by 'snail mail'.

LOCAL EVENTS

Peter Jones has asked me to publicise two West Country events. The first is the MGCC's Bath Gymkhana, being held on the afternoon of 6th June at Charmy Down, which is about 5 miles North of Bath on the A46. There will be at least 4 timed tests to be attempted at least 4 times each and there is an "old stuff" class (Vintage, MMM, T type etc) for which there will be awards for 1st 2nd and 3rd. The entry fee is £10 before the date or £15 on the day. Peter can provide you with all the details e-mail mg@edithwilmot.com or Tel: 01225 837545.

The second event is a Charity Day in aid of the Wiltshire Air Ambulance and local village charities on 27th June, when the MGCC South West joins up with Oaksey Airfield. Oaksey is one of Wiltshire's hidden treasures with a wonderful clubhouse and hangers full of fascinating aeroplanes.

There is plenty of activity; the MGCC members will drive in a mini gymkhana with volunteer passengers from the public, with a prize for the best result. There is also a car of the show competition. Not all visitors are coming by road because local flying clubs have been invited to fly-in.

A barbeque and tea and cake stall will ensure no-one goes hungry.

For tickets, please send a cheque made out to *Wiltshire Air Ambulance Appeal*, plus an SAE to Oaksey Charity Day, 38 Braemar Crescent, Filton Park, BRISTOL BS7 OTD. Entry is £5 per person and this entitles you to bring one child (15 and under) free. Further details 0117 969 0650 (9.00am -5.00pm).

Competitors for the mini-gymkhana or entrants for the Car of the Show should contact Dave Mothersdill on 0117 963 8102 for an entry form.

Over in Essex, "The Friends of All Saints" invite members of the T Register to join in their summer treasure hunt to be held on 15th August. The route will be easy to follow in lovely Essex countryside with a few questions and other clues to look out for on the way. Bring your T Type. The run will start from All Saints' Church at Norton Mandeville close to Chipping Ongar, Essex and will finish at Malcolm and Sheila's house for tea and cakes on the lawn, weather permitting. Entry is £10 per car and funds raised will be used to help maintain the fabric of the lovely 12th century church and there will also be prizes with a special prize in the classic car category. Arrive early to have a look around.

The run will start at 1.30 p.m. Entries will be limited so apply early to:
Malcolm Hogg, Greenfinch Cottage, King Street, HIGH ONGAR, Essex e-mail mgh@t-racer.demon.co.uk or phone 01277 823017.

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