TREGISTER

Totally T-Type

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TD4194 at Cherbourg with Queen Mary 2 in the background

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THE EDITOR

Welcome to Issue 31! Hope springs eternal as we start another year, but I fear that it is going to be even more difficult (in economic terms) than 2008. Indeed, I wrote the following message in some of the Christmas cards I sent "We're retiring to our bunker for 2009 with our tin hats on!"

I thank those of you who sent cards with your subscription cheques and I also received some very nice messages of appreciation for TTT as a publication. At least two members who have had to sell their T-Types due to back problems have said "I wish the XYZ Register had a publication like TTT!" Well, that's very flattering, but it does reinforce my strongly held view that if you sell the right product and look after your customers then you can't fail.

The "Inside the Octagon" DVDs are selling extremely well. Together with the XPAG and TD/TF Gearbox DVDs and other regalia items, a daily visit to my local post office is guaranteed. Indeed, it is not uncommon to have six to eight items to post worldwide. This brings in much needed revenue for the Register and is helping to rebuild our balance sheet.

I still have some subscriptions outstanding – fortunately, not so many as at the same time last year. If your subscription is overdue you will receive a reminder with this issue of TTT. Please help me to wind the exercise up for another year as it can be quite time consuming getting everything in and time is at a premium.

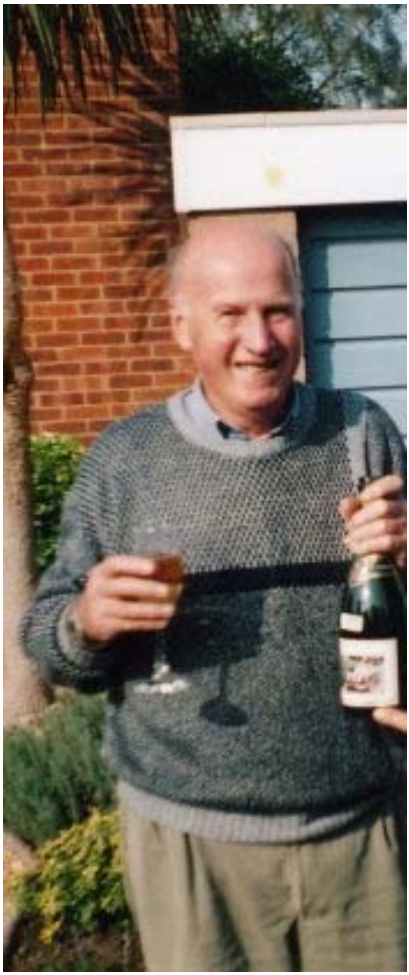
Let's end on a high note! My computer *guru* has returned from his wanderings through Europe, across Russia and down through South East Asia. He is with us for a couple more months before he sets off again, and has promised to prepare a CD of Issues 1-31 of TTT with a fully searchable index. The target date to have the CD on sale is the 'Rebuild' event on 14th March. The price is not yet determined, but it will be fair, as is the case with all our regalia items.

JOHN JAMES

Anthony Robert (Tony) Roodhouse 1939 – 2008

A TRIBUTE

Tony Roodhouse, one of the long-serving Register stalwarts, lost his battle with a brain tumour on 13th December, 2008.



He spent his working life with the Bank of England and also gained distinction in the Bank's long-distance athletics team, but it was the motoring world which benefited when a restructuring exercise gave him the opportunity to take early retirement at the tender age of 48. Newer members may not know his name quite so well; nonetheless he had a great affinity with the MG marque including, several MGBs, but especially with the T-Type. He started off with a PB, which was followed by several TCs and a TB - the latter he restored from a very dilapidated "basket-case", and his last TC, which he sold late in 2007, was a chassis-up rebuild. He took part in many important occasions, in particular the London protest against the 1980 closure of the Abingdon factory, and the MG Car Club trip to the Geneva Motor Show in 1995 for the launch of the MGF. For several years he also looked after regalia for the 'T' Register, and managed the "bring-and-buy" stall at Register 'Rebuild' events.

The photo was taken on the occasion of starting up Tony's rebuilt TC.

Tony was a quintessential social being, often the catalyst for humour in any social group. At the Bank of England he excelled in writing amusing odes, one of which was, with the Bank's permission, to the master ode-writer himself, Cyril Fletcher! He loved being creative with words, and would entertain those around him with puns and 'double-entendres', or beguile

them with some anecdote. He did not spare himself from ridicule - after he finished his TB rebuild, the car was plagued with inexplicable low oil-pressure, but he made sure everyone had a good laugh at his expense when he found one of his old athletics vests nestling within the sump! He had an ability to put people at ease, and this helped him in starting up or sustaining Austin and MG enthusiast groups.

His love of cars was a strong focal point in his life, and brought many adventures both at home and on the Continent to himself, his ever-supportive wife Kath, and his friends. Tony was also a keen cyclist, and seemed to have been born with a map in his hands, for he knew so many routes in Austria, France, Germany and Switzerland that he could always be relied upon to find a special place, and was never happier than when traversing a fresh Alpine pass. He was also a very fluent French and German speaker, being able to bring a smile to even the most truculent hotel-keeper!

Sadly, in late 2007 he began to realise that he was not well, and decided to let his TC go, which seemed to mark the end of an era - little did we know how brief his time was to be. Having disposed of his large collection of spare parts, he was taken seriously ill in February 2008, and exploratory surgery found a large malignant tumour, too far advanced for medical intervention. His rare Austin 20 dual-cowl sports tourer went to Germany in June 2008, after being sold at auction.

The Buddhist philosophy is to have nothing, so that you can never miss it; we are glad to have known Tony and if the price we pay is the sadness we now feel, then so be it.

To Kath, his wife of 46 years, his daughter Carolyn, sons Robert & Steven, and their families we send our sincere condolences in their sad loss.

Paul Rundell & Eric Worpe

Editor's Note:

Tony spent many months in the Puttenham Hill House Nursing home, just outside of Guildford. I was really very pleased to be one of the hundred plus different visitors to go and see him. I was fortunate to visit him before his illness really took hold and along with Eric Worpe we were able to have a good discussion about T-Types with Tony drawing a diagram of a cylinder block when he was unable to get through to us to demonstrate his point.

His funeral was held on Tuesday 6th January and was attended by over 150 people, including several T-Type owners past and present and representatives from the Committee.

‘T’REGISTER NEWS (Compiled by John James)

FUTURE EVENTS

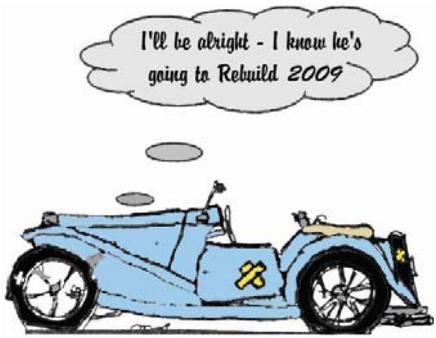
MG Spares Day at Stoneleigh – Sunday 22nd February 2009

As announced in the November 2008 TTT, the Register will have a stand at this popular event, which the organisers claim attracted 5,000 visitors last year.

We shall have a limited range of regalia on sale, including both the “Inside the Octagon” DVDs. We will be selling the new spares listed and illustrated on page 34.

You can bring along unwanted spares for sale and we will NOT charge you commission. All we ask is that items are in reasonably clean condition and each is tagged with a parcel label, giving your name and the amount asked. Additionally, the spares in your name should be listed with a copy for you to keep and a copy for those on the stand. By doing this you will be helping us to help you! Further information about the Show can be obtained by going to the following website www.classiccarshows.org.uk The Register stand will be in Hall 1 (opposite Barry Walker’s stand).

‘Rebuild’ 2009 (14th March 2009)



Please note that the event is on a **Saturday.** It is being held at Ernulf Community College, St Neots, Cambridgeshire. Sessions planned include John Burnett from Burlen Fuel Systems; Terry Andrews giving a demonstration on hand painting your car (“bits and pieces” you can do yourself at home and what you can do to prepare your car yourself and

save money, prior to handing it over to the professionals); a session on electrics, including basic diagnostics; a presentation from Mike Card about his TC 'Café Racer' and we are also hoping to have a contribution from a major classic instrument company to explain the magic that takes place on our dashboards.

The day begins with a bacon roll and coffee at 9.30am, with the first session beginning at 10.00am sharp. The price this year is £30 for MGCC members and £37.50 for non-members. This includes the usual hot lunch and all refreshments. Please apply soon to avoid missing out. Send your application (including your MGCC membership number {if you are a member} and your email address if you have one) to Bill Silcock, 29 Church St, Ampthill, Bedfordshire, MK45 2PL. **Please make your cheque payable to "MGCC 'T' Register".**

As we did last year, we would like to encourage the 'next generation' T-Type owners, so if your son, daughter or young friend shows any inclination to acquire your T-Type when you are too old to drive it, they can attend 'Rebuild' for free. All we ask is that you pay for their lunch, which this year will cost £10. These places will be limited to 20, so again, please apply early.

We will be holding our usual 'Bring and Buy Sale' of new and used parts at this event. If you have any parts to dispose of, please bring them along labelled with your name and the asking price. The sale is commission free and is provided as a service to all 'Rebuilders'.

The event finishes at around 5.00pm and the 'T' Register Annual General Meeting is held immediately afterwards.

T-Types to Europe

The 2009 'T' Register European trip is to Champagne. Dates are **Friday 15 May to Tuesday 19 May 2009**, giving four nights in our chosen hotel, the Hostellerie du Mont Aimé (see it on www.hostellerie-mont-aime.com) which is south of Epernay.

There are lots of things to do in the Champagne area; the obvious ones are a visit to a champagne house (Mercier is easy to get to from the hotel and well geared-up for visitors) and a tour of the vineyards, but the old Reims-Gueux Grand Prix circuit isn't that far away, and there are lots of museums, chateaux and other things to do and see.

The hotel is a little further from the Channel ports than last year's location, but is easily do-able in a day in a T-Type. It has 46 en-suite rooms, all with a terrace or balcony. We have an option on 25 rooms, which means there will be other guests there when we go, but there is a separate dining room

we can use. There is private gated parking, a covered heated pool, a sauna and a fitness suite. The tariff is 430€ per person in a double/twin room for four nights' dinner, bed and breakfast: this includes one gastronomic dinner. The current single supplement is 20€ per night.

We need a hotel deposit of £50 per room at the time of booking, with the rest payable on departure from the hotel. There will also be an entry fee of £60 per car to cover recce and administrative costs, road books, rally plates, etc.

Geoff and Annie Matthews have kindly offered to take on the administration for the trip, so please direct your enquiries to them on 01840 214972 or at geoff.matthews(at)yahoo.co.uk. They will ensure you have entry forms and any further information you may need.

Our option on the hotel rooms runs out at the end of January, so if would like to come but haven't already expressed an interest, please contact Geoff and Annie as soon as possible.

'T' Party

It was decided at the Committee meeting in November, 2008 not to organise a 'T' Party this year. Instead, it was suggested that we should focus the 'T' Party idea on selected race meetings to encourage support of those meetings and give people the opportunity for controlled track time at lunchtime. Once the race meeting dates were known we would agree a point of contact for selected meetings who would arrange the 'T' Register focus, which could include a run to the venue, for example This to be discussed in more detail at the next meeting (taking place early February).

Silverstone International Weekend 2009

At the time of writing the dates of 10th/11th/12th July given previously in the TTT of November, 2008 are still not confirmed. I am sure you appreciate that the MG Car Club is not master of its own destiny regarding this matter. However, we should know fairly soon and indeed it is likely that by the time you read this, the dates will have been confirmed.

SCOTTISH BORDERS TOUR 17/18/19 AUGUST 2009

We have, for some time now, had a full house at the event hotel in Kelso. However we welcome additional members who wish to make alternative accommodation arrangements. Such entrants are invited to the Ednam House Hotel each evening after dinner, and to join in the Gala dinner on Wednesday 19th August. If this is the case, please complete the entry form

on the website (see 'News' entry for 17th March) and include £30 per head to cover the cost of the dinner, instead of the £25 per head hotel deposit. If you do not have access to the website, please phone John Bloomfield on 01992 576357.

There is always the possibility of cancellations and if you wish to put your name on the reserve list for the Ednam House Hotel, please let John Bloomfield know.

THE AUTUMN TOUR 2009 11/12/13 September 2009

This will be based at the Moorland Links Hotel, YELVERTON www.moorlandlinkshotel.co.uk on the southern edge of Dartmoor National Park and will take place from **Friday 11th September to Sunday 13th September 2009**. We have had a tremendous response for this Tour and at the time of writing the hotel is fully booked. We know that this will probably not satisfy demand and we are trying to book accommodation nearby. Assuming we are successful and the accommodation is taken up, guests would join the main hotel for the Gala dinner on Saturday evening (and of course, rendezvous for the start of the Saturday and Sunday Runs).

If you have not booked, please contact the organisers Geoff and Annie Matthews 01840 214972 geoff.matthews@yahoo.co.uk for an application form.

THE AUTUMN TOUR 2010

At its November meeting the Committee decided to base the 2010 Tour on Llandrindod Wells. The Metropole Hotel (pictured) is probably the only hotel capable of accommodating us. In fact it could swallow us up quite easily, which gives us the potential to organise one of the largest Tours so far. Graham and Sue Brown have volunteered to organise this Tour and promise some routes with breathtaking scenery – I can't wait!

THE AUTUMN TOUR 2011

We have pencilled in Skipton as a potential location on which to base the 2011 Tour. This will be confirmed by the next TTT.

Hints and Tips

The tip in TTT 30, page 15 regarding 2 BA fasteners, reminds me of the often overlapping interests in things old and mechanical such as: model engineering / model aircraft / old cars / aeroplanes / steam engines. For those in the South / South West of England I recommend the following events.

Myford Spring Show 16th to 18th April 2009

For anyone with, or wanting, a small lathe or other machine tool, a visit to one of Myford's "Open House" days provides an interesting day out among like minded company. Their "Autumn" show had plenty of second hand tools for sale as well as free coffee and biscuits. Their factory (established 1934) in Nottingham, just predates the T Types, but is still producing lathes. See their website www.myford.com for details of previous and forthcoming shows.

Woodspring Wings Model Aircraft Show (first Weekend in July 2009)

The "Woodspring Wings" model aircraft club www.woodspringwings.co.uk hold an excellent annual show on the first weekend in July at their model airfield at Yatton, near Bristol. As well as excellent model flying displays, there are many trade stands of interest where, for example, BA threaded fasteners and captive nuts can be obtained (from Nexus Modelling Supplies, Tel 01233 713665 who usually attend). "Southern Modelcraft" also attend this show, selling model aircraft "glow" and diesel fuels and, for those of us with wooden body frames, the excellent, traditional and waterproof, "Aerolite 306" (urea –formaldehyde / acid hardener) wood glue. There are also craft stalls and others selling plants so you can claim some brownie points even if you spend most of the domestic budget on nuts bolts and wood glue for the T-Type, plus a model aircraft kit or two…

Thornbury Model Engineering Show

The Bristol Society of Model and Experimental engineers www.bristolmodelengineers.co.uk hold an annual show at the leisure centre at Thornbury (north of Bristol) – usually in August. There are many new and used tools (both hand and machine) for sale as well as the 'usual' demonstrations and models of traction engines, locomotives, engines (piston and turbine), boats and aeroplanes. Last year there were a number of traders selling raw materials, and at least one selling "Aerolite 306" wood glue (in case you run out before the next "Woodspring Wings" show!)

Axle Ratios

The excellent article (TTT 30 Page 8) on changing the TD/TF axle ratio, reminds me that in 1966 I ran my TD on the standard 5.50X15 cross ply

tyres. It would often see 5,500 rpm in top gear but as there weren't many motorways, the low gearing (about 14.35 mph per 1000 rpm in top) didn't seem much of a problem, especially with the hood down to drown the engine noise.

Later use of 165X15 radial tyres gave longer tread life; increased grip; dropped the gearing to around 14.08 mph per 1000rpm and made the steering rather heavy. Raising tyre pressures reduced the steering load and improved the "feel" of the car but caused the tyres to wear excessively in the centre of the tread – presumably because the rim width is less than ideal for this tyre size.

Fitting narrower 155X15 tyres was then done to solve the uneven tread wear problem. Initially I bought only two, and being steel braced (Goodyear G800S), they were fitted to the rear wheels for safety reasons as the existing radials on the front were fabric braced. Result: very marked under-steer; 13.4 mph per 1000rpm in top gear (which now felt like 3rd gear in a Morris Minor!) and no need, ever, to use 1st gear. A brief trip (9 miles to work and back only) with the wheels swapped end for end in order to regain the gearing, gave very pleasant light steering, but confirmed why it is illegal to use fabric braced tyres at the rear and steel braced at the front, the resulting over-steer was frightening.

Then followed a period of running with 155X15 SR tyres all round – nice handling; light steering; even wear across the tread width (26 or 28 psi at the front with 2psi higher pressures at the rear) – but lousy gearing which made travelling on motorways seem more like an endurance test of the engine with lots of revs and little throttle.

In 1986, I fitted an MGB 3.9 ratio, crown wheel and pinion, bought from fellow TD owner, Jim Morgan, for £1.00. Meshing it into a spare (YB saloon) axle case cost a little more for new bearings plus machining (at metalwork evening class) of new spacers (either side of the diff bearings, and the pinion washer and spacer). Since the MGB pinion shaft has finer splines than the TD, I also had to use the MGB prop-shaft flange, and machine it to suit the TD oil seal. The correct mesh was established by 'blueing' the teeth and comparing the markings with those shown in a Chrysler UK workshop manual for a hypoid axle, and adjusting the pinion and / or crown wheel position by trial and error, and checking the backlash via a dial indicator with access through the oil drain hole onto a crown wheel tooth. The pinion pre-load was set to give a resistance of 11 lb.in (as MGB), and the diff ball races were replaced by angular contact bearings with a pre-load of 0.002" per side. Since the gears were slightly worn, the bedding pattern approximated to the wear marks rather than the ideal for new gears and the backlash was .010" rather than the figure of .007"

etched on the gear. It all ran silently and without generating any swarf in the oil and is still OK 22 years later.

I have kept with 155X15 radial tyres, which, with the 3.9 diff give around 17.5mph per 1000 rpm.. This 'raised' gearing makes driving much more relaxed, and 70mph motorway cruising (at around 4000 rpm) is easy with a standard engine, although later fitting of TF inlet valves and raising the compression ratio significantly restored some of the lost top gear acceleration.

First gear is still lower than necessary (e.g. for hill starts fully laden with a camping trailer attached which is still lighter than an equivalent Y type) but does get used more, so the art of double declutching to engage first gear silently when on the move is needed. This is no longer taught by driving schools to new drivers - hence our children had to learn it on the TD – but once learnt, never forgotten!

John Marks of "Vintage Restorations" rebuilt a spare chronometric speedometer to suit the reduced cable revs per mile (1400 from memory).

155X15 tyres don't really look right on the TD, so if I did it all again, I would probably stick with the standard size cross ply tyres and choose an axle ratio to give the same, 17.5 mph per 1000 rpm, or slightly less.

Ideally the higher axle ratio would be combined with a new set of closer ratio gears for the TD gearbox. Without the aerodynamics to allow a really high top speed, and without the weight of a fully laden Y type to restart on a steep hill, 4 gears are sufficient and the ratios would be nicer if closer together. Has anybody ever manufactured closer ratio gears for the TD/TF/Y type gearbox – and would there be any interest in having a batch made?

The photo on the opposite page (courtesy of Diane Cooley) shows my Aunt Pat, who used to own my TD (then Reg. No KBQ 279) in Kenya in the 1950s, being chauffeured to MGCC Silverstone 2008, in my PB 4-seater. This has a 10% "higher" than standard rear axle ratio (8:39 teeth giving 4.875 ratio and 16.25 mph per 1000rpm on 4.00X19 tyres) and a "closer than standard PB" set of gear ratios. This combination gives "faster than the lorries" motorway cruising and a really fast change between 2nd and 3rd (the standard box has a wide gap between these ratios) - which makes using the "non-synchromesh" gearbox a delight. I would recommend both changes to anyone having a car with the camshaft in the "other" place and using it mostly on the road. Those who indulge in trials competitions will have other priorities probably involving "lower" ratio differentials, wide ratio gearboxes and stronger half shafts.

C G (Chris) Lewis cg(at)chrislewis.freeserve.co.uk (substitute @ for at).

Installation of TC Seats, Sliding Rails, and Associated Hardware

One of the standard questions when a TC is been restored is, “Where do I drill the holes to secure the seats? There have been a number of writings and numbers thrown around on seat placement. However, through the years new seats, new holes, new floorboards, aftermarket seat rails, and rebuilt tubs have all changed dimensions whether 1/8” or a ½” from the factory equipment. You need to fit the seat for your car only with your new or replacement parts. The following explains seat originality and details a successful “refit” of the seats of TC7670 EXU.

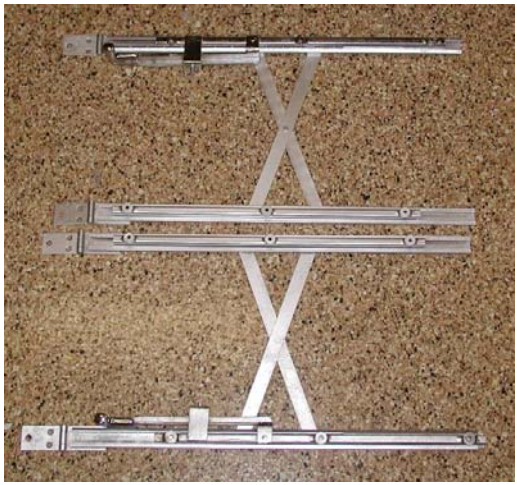
Seats:

The seat bases were made of ash wood with an early and late style. The early had round holes in the base and the later had elongated slots to let the air pass through upon compression. When finished the openings should be covered with a course fabric from within the seat and the wood edges of the holes and wood bottoms should be painted flat black to give it a finished look. Also an upholstery tape will cover the finished edge of material to wood. The original seat cushion said “DUNLOPILLO LATEX FOAM CUSHIONING, MADE IN ENGLAND, P36A/B”. (The A or B indicated which side/part # for the pillow). The cushion had square open chambers in the bottom of the dense spongy latex bottom. (Remarkably, the original cushions from TC7670 were in such good shape that they were reinstalled during its restoration as part of the effort to make it as original as possible as it came from the factory, so these will be a time capsule for the next restoration.) The seat backs have a plywood backboard with a set of

springs fastened to it. The original coil springs were anchored to a frame made up of very heavy steel wire about 1/8" diameter. After market seat back spring sets went to a framework consisting of strapped steel providing a stronger base. The seat back also had holes to release air and should have the wood edges painted the same as the seat bottoms.

Original seat back upholstery was finished using black cut nails (tacks) on the back of the seat. One distinct feature of the TC is the ribbed upholstery on both the bottoms and the back. There are 2 different methods of forming this pleat. The first is to take batting in between 2 layers of material and stitch together. The second is to stitch the 2 layers together and then butt a strip of batting and then repeat the process for each pleat. The original process used the latter method which gives a "puffy" type look to the seat and a more pleasing dimension to the eye. This may be a consideration for your restoration and selection of your vendor. ***Caution:*** Do not install any hardware on the back of the seat back until the seat bases are sited and placed.

Seat rails:



Original seat rails can be identified by the 3 screw holes in the floor mount tab. Some aftermarket rails only have 2 holes to secure the rails to the floorboards. The rails were cad plated (satin silver color) with the exception of the adjustment handle which was polished chrome. Even rusted seat rail can be resurrected to like new condition. Simply send the base rails and the

non-chromed rail to the cad plater with all your nuts and bolts to get freshened for your restoration.

Then send the rail with the adjustment handle to the chromer and tell him to polish the handle only. The seat rails are fastened to the bottom of the seat by 12 slotted flat head screws screwed into T nuts in the seat bottoms. If you don't have the original screws then you can use 10-24 screws from the local hardware. Some replacement seats have 10-32 threaded T nuts so select your screws accordingly. Unfortunately, the modern screw heads may be a little too large but you can trim the heads down on the grinder to a diameter to fit the rail itself. When installing the seat rails keep in mind that the adjustment handle goes to the outside of the car for each seat. After the rails are fastened to the bottom of the seat then slide the seat hinge rails into place on the seat bottoms.

Seat Installation: Where do I anchor the seat rails to the floorboards? There is no exact answer but there is a solution.

Adjust the seat in a notch that will let you move forward a couple of notches after installed. (This will allow your 16 year old son to drive the TC on his first date or to the prom.)

Place the seat bottom with rail attached in the car. Position and adjust the seat to parallel the tunnel. Then move it as close to the tunnel as possible which will allow only enough space for the thickness of the carpet over the tunnel. This would be about ¼ - 3/8" spacing.

- Next move the seat towards the rear of the car while holding the seat back hinge parallel to the deck lid riser. Stop when the seat back hinge approaches the starting handle clips with ¼" to spare. If you are tall, and need extra leg room then you may consider removing the starting handle clips and repeat this step with a ¼" clearance to the riser only.
- Check the clearance between the seat and the outside of the car. You should have about 1 ¼" spacing and the outside of the seat should parallel the outside of the car.
- When satisfied with the clearances for these 3 sides, site and drill your holes for the rails to the floorboard and repeat the process for the other seat. Original fasteners where #8 x ½" slotted countersunk wood screws but through the years many of these have been replaced by other fasteners because the WS have pulled out of the floorboards. A suitable alternative is using #10 machine screws with a T nut under the floorboard.
- Once the seat rails and bottoms are secure then it is time to fasten the hinge sleeves to the back of the seat. ***Some words of caution:*** Sometimes the seat hinges are not symmetrically installed per set. Therefore measure the center of the hinge sleeve from the center of the tunnel and then site the same measurement on the back of the seat from the center of the back seat tunnel scallop. Install the bottom of the sleeve tangent to the bottom of the seat back. (This assumes that the tunnel was installed at the longitudinal center of the car, which you should also check). Use a #6 x ¾" slotted round head wood screw for the sleeves except for the bottom 2 screws and then use a shorter 3/8" long screw due to the reduced thickness
- Next site the seat back adjustment brackets by first holding them in place with the wing nut to the wheel arch bracket. Make sure the washer/spacer is installed between the 2 brackets. Now let the seat rest against the brackets to determine the correct placement of screws into the seat back. Use tape to outline the perimeter of the bracket instead of marking up your new upholstery. When satisfied, position the tonneau bar with its top tangent to the top of the upholstery on the seat back. The bottom screw holes of the tonneau bar should be no higher than level with the top holes of the adjustment bracket or within ½" (see photo on page 18). Fasten brackets and tonneau bar to the seat back using #8 x 1" slotted oval head wood screws.
- Finally, slide the seat back hinge sleeves onto the seat hinges and check the final fit.

There may be other techniques or tips or suggestions which are always welcome. Please provide comment to Doug(at)FromTheFrameUp.com

Doug Pelton

Showing positioning of tonneau bar fixing relative to adjustment brackets

Cover Photo – TD4194 goes to Classic Le Mans

Having owned my TD for 30 years and its longest journey in my ownership being from Bedford to Exeter when we moved down to Devon in 1991 I decided it would be fun to take it down to Classic Le Mans in 2008. Lifelong friend and fellow historic car enthusiast John bravely agreed to accompany me and actually enthused about taking the TD!! The fact that John owned a tent and had some experience in putting the things up not to mention the fact that he is a good mechanic made him seem to be the perfect man for the job.

Getting 2 holdalls, 2 sleeping bags, a tent and 2 folding chairs into or rather onto a TD was eventually achieved with a the help of a few bungee cords! The journey to Poole was achieved without any problems and there we met up with our travelling companions who were in various vehicles ranging from an Austin A35 with a tuned 1275cc Midget engine to a TVR Chimaera - all somewhat quicker than our poor old T-Type.

After a pretty sleepless night, care of Brittany Ferries, we arrived in Cherbourg on a cold and overcast morning. The journey to Le Mans with hood down went well although we struggled to keep up with the others who didn't always stick to their promise of not exceeding 60mph.The tents were erected by which time we had been joined by 6 others who had taken the Plymouth to Roscoff ferry. A restaurant in central Le Mans had been booked for 18 people that evening and as we all enjoy a drink or two we decided to leave the cars behind and use the tram. After some difficulty finding the terminus all 18 of us boarded the very swish modern tram only to realise we should have bought tickets from the machine on the platform. Not wishing to end up in The Bastille I suggested that if the Inspector got on we perhaps could show him our UK pensioners bus passes!! Fortunately, we arrived in the city centre without any problem!!

The 2 days' racing were superb with vehicles divided into 6 age groups from 1920s Bentleys to 1970s Porsche 917s. Each group raced for 3 forty minute races, which meant everyone did one night time stint. The 3 times were then summed to produce the overall results for each group. For anyone who hasn't been I would highly recommend the next Classic Le Mans which takes place in 2010.

The journey back to Cherbourg on Bastille Day was taken at a more leisurely pace in warm sunshine and there we found The Queen Mary 2 was in port as we waited to join the morning Sea Cat back to Poole.

The old girl didn't miss a beat and the only problem during the 5 days was a leak from a rear hub oil seal. **Tony Short**

Ed's Note: Tony's rebuild was featured in TTT 19 (January 2007).

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info@peteredney.co.uk

• Servicing •
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REKINDLING THE DREAM

At ‘Rebuild’ Meetings I have met a number of men of my age (70s) who have kept, like me, their first car at the back of the garage. Hopefully, ‘Patricia’s’ story, which could be called “50 years as a Second Lady” will help to get some old cars back on the road where they belong.

As a student I saved up to buy a Wolseley Hornet but had enough to spend £245, in 1956, on a TA, christened after a girl I never got to ask out. With 16 hours driving experience from BSM (in Charing Cross Road!) and a borrowed tent I set off, with a friend, from Surrey for Scotland. Despite getting very wet we reached the Highlands without any significant incident. At Pitlochry we drove slowly, but not slowly enough, over a long pile of rocks which was the first stage of the Bypass. Some 10 miles later at the top of a very steep hill the brakes failed, luckily the handbrake locked the rear wheels. 10 miles further and we had no clutch. The AA took our belongings in a pile to the nearest Youth Hostel. A few days later we got the car back but the bar holding the pedals is one of the very few non-standard items on an almost original car. We did not get much further north and the only other point worthy of note was the need to have the oil changed – a necessity on any long journey in those days.

National Service came with some spectacular ups and downs. ‘Patricia’ joined me but got sent home to hide after I parked in the Colonel’s garage. With help from my father I did all but two jobs (straightening a valve and melding a hub and half shaft). However, SU at Acton tuned the carburettors.

On the first date with the girl who is still First Lady - in a canoe on the Thames - I worked very hard to keep the mass of RaRa skirt dry, but a lift home in ‘Patricia’ was turned down in favour of bus and tube! “Patricia” was accepted on the second date and helped spark the romance. Prior to marriage she took us to Lands End and John O Groats and in due course brought home a puppy to ride in the back and our first child.

A temporary move to Yorkshire saw ‘Patricia’ and me searching for a second home. Under time pressure, the family now 4 and dog with much of our worldly belongings set out on a 7 hour journey crammed into a Morris Traveller. Poor ‘Patricia’ was left behind. When we came home 2 months later for Christmas the engine had seized. I learnt later that many TAs spent the War Years on RAF aerodromes – draining the water would not have been a high priority. Work and family kept me more than busy and ‘Patricia’ sat in the back of the garage while numerous cars came and went. For 5 glorious years an MGB GT was my transport willingly suffering indignities as it substituted for a company car without visiting a garage for professional help. It sometimes carried the family, now 6, and the large dog

to the amazement of onlookers when we disembarked! Two of my sons followed in my footsteps and we did anything to keep an old car running; occasionally 'Patricia' got some attention sometimes some paint but usually something was removed partly repaired and left in the house.

When I retired I had the intention to revive 'Patricia' but amazingly there never was much time for her. One day one of my sons said "If you don't get on with it you will be too old to drive her". Stung into action, with his help, we blitzed the 'easy' jobs – electrics, floorboards, seats, added a chunk of steel and collected and added all the bits that were hidden in odd places.

Then I went to see Robin Lackford in Cowfold. Having seen over-protective owners at car shows, I asked Robin to repair and overhaul the mechanics but to leave the car as original as possible. It took a long time and there were problems but Robin stuck to the remit and in due course I got back a car that worked but looked 70 years old. There were some teething troubles and 'Lady P' went back on a tow-truck when the new water pump failed (one of the few bits we replaced!); but Robin and Malcolm did a superb job and I felt young again as we snarled down the road. The paintwork is still rusty but I have made some improvements; the doors stay shut, the moth eaten carpets have been replaced, as has the mouse eaten hood – all too original even for me. Reluctantly, I have replaced what was a large comfortable door handle with an original replica and I have had to add turn signals.

The old lady has now lived her second life for close on 8 years. I still sing when I roll down the road. I try to take her out once a week during the winter so that nothing sticks and, of course, I attend to the servicing. Often when 'Patricia' is left in a car park, I find very enthusiastic old men with eyes shining as they remember their youth. A lot of men must have had T-Types in the days when they were called "wenching wagons". I did not have the courage to ask a reminiscing lady if she married the driver, I like to think she did.

'Lady P' was first taxed in Stoke as FEH 866, her number is TA2031; she is black with a touch of red. Of course she still has her original MPJG engine and virtually every thing else that is non-perishable.

If you have a T-Type at the back of your garage, it might be expensive, but it is worth every penny to get it back on the road where it belongs; you won't believe the noise, the wind or the impression of speed. Although very different from a modern car, it is not difficult to drive and it's easier to get spares!

Ed's Note: Let this article from **Brian Barry** stir those of us (yes, me included!) to get our cars back on the road instead of standing idle in the back of the garage. A photo of Brian's car is on the next page.

'Patricia' – TA2031, Registration Number FEH 866, 'T' Register Number 8918

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.

Front Suspension Rebuild TF

It was a combination of a fluid leak from the front left shock absorber and an increasingly rough ride over anything but the smoothest surface that convinced me that the time had come to overhaul the front end.

From receipts that came with the car I knew that two new coil springs and V8 wishbone bushes had been professionally fitted not long before I bought it so I hoped that replacement shock absorbers and a good general clean up would suffice. This was not to be the case.

Upon dismantling, the first thing I noticed was that the shaft of the left hand shock absorber had moved laterally in the body some 6mm or so towards the rear of the car so that the front arm was touching the housing. This can be seen in photo 1. It appeared that the swivel pin assembly was being forced rearwards at the top, therefore affecting the castor angle on that side. Once the shock absorber was removed I could see that most of the damper fluid had escaped via the worn shaft and alloy body, resulting in little resistance when the arms were moved up and down.


photo. 1

Further dismantling of the lower wishbone assembly provided a clue as to why the shock absorber shaft had moved off-centre. Both rear faces of the V8 Metalastic bushes, fitted less than 5,000 miles previously, were found to be heavily worn. With the wishbone arms on the bench, the reason for the suspension misalignment was revealed. A straight edge placed against the front wishbone arm showed it to be bent by about 1/8" at roughly the point where the spring pan ends (see photo 2). This would seem to indicate that the car had been heavily "kerbed", or had been involved in a collision on this corner at some

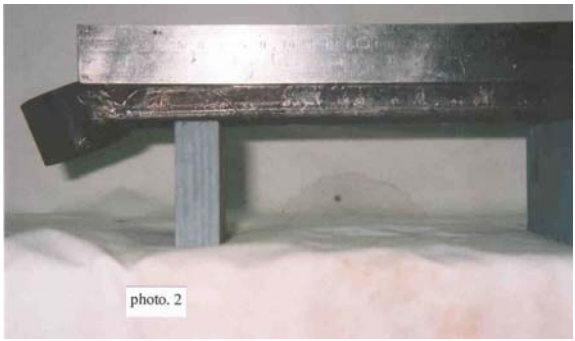


photo. 2

point in its life. It is worth pointing out that the bent arm could not have been seen on the car or the resulting misalignment felt during driving – the car had continued to drive as straight as an arrow, hands off. To me the car had always appeared to sit slightly high at the front but I had put this down to perhaps the replacement coil springs needing time to settle. When off the car I checked the free length of the springs against the specification (9.59") given in the Workshop Manual. One was found to be within the allowed tolerance of plus 1/16", the other 3/16" above the top limit.

photo. 3

Photo 3 shows the difference when a straight edge was placed across both springs, clearly not a matched pair! A new pair was ordered from a well known supplier, but on arrival both were found to be longer than specified by over ¼". These springs were described as also being applicable to the MGA, which is surprising as I understand the specified free length for the various models in the MGA range varies between 8.9" and 9.3" – all shorter than the TD/TF! It appears that some standardisation of coil spring availability between the many models that share the Issigonis designed front suspension has quietly taken place. Indeed, talking to a TD owner at a Show, this suspicion was strengthened as he had precisely the same experience, except that he had bought his springs from a different major supplier. His new springs were so much over length that he had found it necessary to have than compressed to the specified free length by a specialist firm. So perhaps we should not be too surprised if we see cars sitting at slightly strange ride heights as new springs are fitted.

New V8 bushes ordered from the same supplier were found to need extensive re-working by filing out the inner diameter of the bonded tube to allow them to fit to the pivots. These did not appear to have been made by Metalastic, whose bushes I have fitted without problem on previous occasions.

Fortunately, both swivel pins and all four trunnions were found to be only lightly worn so these were cleaned, painted and re-assembled with new seals, thrust washers, seal support washers and finally checked for the correct end clearance (see photo 4 on opposite page). The finished

assemblies were checked to ensure that the trunnions could turn freely and that the finished length of both was the same,


photo. 4

Both brake back plates were stripped, cleaned and re-assembled after painting with new pipes and the wheel cylinders fitted with new Lockheed seals that I had in stock (see photo 5).


photo. 5

Final re-assembly using my spare set of shock absorbers proved to be straightforward, having ensured that the wishbone, inner pivots and four trunnion nuts were hand tightened only until the car was sitting back on its four wheels. This allows the suspension parts to take up their natural static position before the nuts are finally tightened and new split pins fitted.

The result on my car is that the wishbone arms are not parallel with the ground but incline downwards slightly at approximately 5 degrees from horizontal. This manifests itself in the car sitting fractionally too high at the front, but this is barely noticeable and does not seem to affect the handling.

Finally, because new Armstrong type IS9 shockers are no longer available, the worn out units were sent to Vintage and Classic Shock Absorbers in South Croydon. They totally rebuilt them, machining the bodies to take new bronze bushes, seals, reaming to size and fitting new pistons and main shafts.

Roy Miller

Ed's Note: VCSA come highly recommended. I have seen examples of their work with Triple-M shock absorbers. They are at 203 Sanderstead Road, South Croydon, CROYDON CR2 0PN 020 8651 5347.

THE TRUE STORY OF THE XPAG ROCKER PEDESTAL PACKING SHIMS

(Part 1 of this article by Baard Nielson, which originally appeared in "Safety Fast!" in April 1995 was published in the November 2008 TTT. This is Part 2 of the article, which originally appeared in "Safety Fast!" in August 1995).

How long is a pushrod?

In engineering terms the length is really the dimension between the centres of the cup at the top and the ball at the bottom; but this dimension is rather impractical for our purposes. However, the pushrod is made up from three parts; the cup at the top and the ball at the bottom are pressed into the tube in the centre, and it is the total length of this tube that determines the engineering length of the pushrod. All cups seem identical as far as their effective lengths go, and the same applies to the balls.

The results of my tube length measurements indicate as follows:

Original (long) pushrod for original cylinder head thickness (76.75mm) **200.82 mm (9 29/32")**

Short pushrod, introduced at TD17298 **199.23mm (9 27/32")**

The pushrod tube was shortened by 1/16" or 1.59mm, exactly the same reduction as in the cylinder head thickness to increase the compression ratio from 7.25:1 to 8.1:1.

We are now able to establish a general rule for shortening any pushrod to match any cylinder head thickness. Starting from 76.75mm cylinder head thickness and 200.82mm pushrod tube length, the two dimensions shall be reduced by exactly the same figure to allow the ball joint between the pushrod cup and rocker ball to remain in the geometrically correct position without fouling between the two. No packing shims shall be used if these reductions match.

My own cylinder head is presently skimmed to a thickness of 74.00mm, i.e. a reduction of 2.75mm from the original XPAG figure. My pushrod tubes thus need shortening to 200.82 – 2.75 = 198.07mm.

The interested reader of these notes will have noticed one discrepancy in the presentation; the TF1500 reverted to the original cylinder head thickness (76.75mm) to achieve a compression ratio of 8.3:1 from 1466cc swept volume, only it retained the short pushrods. These pushrods really are too short by 1/16", but this illustrates the great adaptability of this type of joint. The ball joint itself can adapt to positions both too low and too high. The problem with the early XPAGs with skimmed heads was fouling and range for adjustment, meaning that a pushrod too short is not a problem.

Thus, if you shorten your pushrod tubes you may safely make them shorter than the ideal length, but not longer. I think the 197.5 should be about perfect for my 74.00mm head.

Remember that the shanks of the cup and ball are a press fit into the ends of the tube, which is counter bored in both ends to close tolerances. This counter boring is in most cases deep enough to allow the shanks to go right in even a shortened tube. If it doesn't, I think it is a better idea to shorten the shanks a little rather than trying to deepen the counter boring in the pushrod end. It would be very tricky to retain the close tolerances needed for the press fit if one tried to deepen the counter boring.

One more note of warning. These notes apply as long as you use an original camshaft, meaning a camshaft that uses the original base circle diameter for the cam. This diameter is 23.5mm or very close, and you can easily verify this by measuring with a caliper gauge at right angles to the cam lobe maximum lift. In recent years there has come on the market camshafts with "modern" cam profiles, using larger base circle diameters.

Naturally, if the base circle diameter has been increased, the pushrod needs further shortening - but do not shorten it by the difference in the diameter! If the diameter is increased, the pushrod lower end is lifted by half this increase. So if you shorten the pushrod by that amount the upper end of the pushrod will remain in the correct position.

One final comment; all these corrections assume you use a standard thickness cylinder head gasket of 1 mm compressed. If you go for a thinner gasket the pushrod also needs shortening to compensate for this reduction.

Good Luck! **Baard Nielsen**

Editor's Note: Well, I hope you agree that it was worth publishing the two parts of the "Safety Fast!" article. It has set me thinking about the various camshafts and different profiles which are now on the market. Would anybody care to write an article about these? To start the ball rolling (pun not intended), I have seen a number of references to Len Fanelli's 'Roller Lifter' camshaft kits. Len markets these under the name of "Abingdon Performance".

According to Len, his cam is a vast improvement over the Chet Herbert Roller cam of the '50s – Len adds that his car was very quick with the Chet Herbert cam, a very mild grind, with which he won the GOF '73 hill climb.

Len sent me the following testimonial from somebody who has driven his car:

"Lenny has one of the nicest running MGs I've driven. The cam seems to really help. It has nice power in the lower rpm range, but really comes on

the cam at about 3200-3400 rpm and revs freely up to about 5500 rpm with no strain. Len tells me he has had it up to 6,000 but I was already doing more than 70 before I realized how fast I was going in a 45 mph zone. I would highly recommend it and am waiting anxiously for one to put in my TF".

Well, that's enough of the commercials. I asked Len for an explanation as to why roller lifter camshaft kits are an improvement over the standard set up – here goes!

"Here is an explanation of how and why a roller cam kit will produce more power for the same duration (of valve timing), than a flat tappet cam.

The camshaft is the one part that defines the engine's ability to get fuel and air in, and exhaust out, it determines the engine's horsepower and torque, and RPM range that this occurs. The camshaft determines when the valves open and close, and how long they stay open, and how far they open.

Roller lifter camshafts have less friction, (less wear) and can have a much more aggressive opening ramp, thus opening the valve to full open sooner, and keeping it at full open longer.

A roller cam will get more air and fuel in, and more exhaust out, which equals more horsepower and torque.

A roller cam will out perform any flat tappet cam of the same duration.

I hope this is helpful for your publication.

Regards, Len Fanelli

Abingdon Performance XPAG-XPEG Roller Lifter Camshaft Kits"

Ed's further note: Sounds pretty convincing to me! I checked with Brian Taylor, my "engine man" who said that anything which reduces friction in the engine has to be beneficial.

I've included a couple of photos on the opposite page.

The photos of Len Fanelli's Roller Lifter Camshaft kits. Len can be contacted by e-mail at laf48(at)aol.com (substitute '@ for 'at') His phone number (from within the USA) is 914 420-8699.

I don't have up-to-date details of prices for the kits, except to say that they are considerably more expensive than the standard set up. The cams are available in three different grinds – normal road use, for supercharged cars and for race cars.

TUNING THE TC RIDE Charlie MacQuarrie TC 7930 Vancouver, Canada

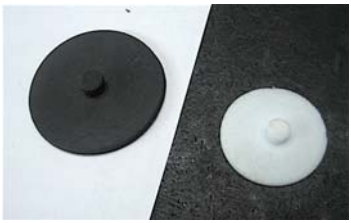
Visualise driving your TC briskly down the road and suddenly going over a large bump with the resulting bone jarring, tooth chipping, harsh, uncomfortable, passenger complaining landing. This article is about minimising these conditions.

When I purchased my TC in the late fifties, there was still the odd Ford Model A in regular use in rural areas, and many old grey heads still had recollections of personal use of Model Ts.

I was told on several occasions that I could improve the ride in the TC by sloshing the springs with used engine oil to lubricate them and reduce the sliding friction between the spring leafs. An added benefit to this was that the oil coming off the springs combined with the oil puking out of the engine and gearbox and driving regularly on unpaved roads, the dirt combined with the oil provided a good free undercoating to protect the car against winter salt rust.

This was all true and proved to be a benefit to the ride and the TC. However, when the "undercoating" got to be about a quarter of an inch thick, I began to worry about losing performance due to the increased weight. I was told that if I wished to become more sophisticated, and if I could afford it, instead of using free used engine oil I could buy new grease and jack the car up and force grease between the leafs with a putty knife. I've always been interested in moving up the food chain, so this is the route I followed for many years.

When I rebuilt the car, I had read in the between time, about putting a 1/2" radius on the end of each spring leaf and a chamfer on the top edge of the radius. This has the effect of making the sliding action more progressive and helps to reduce the harsh sliding friction. This combined with grease between the leafs made the ride much better. I acquired a full set of gaiters to complete the package and was very happy with the results for many years.



About twelve years ago, I read about an old hotrodders trick with leaf spring cars to soften the ride. They put thin sheet teflon between the leafs to improve the sliding action. This really made sense to me. As I was about to replace my front springs, I started to source sheet teflon. Even though I was in the trades, I could not come up with it in reasonable quantities. A friend, when told of my plans informed me that MG had used rubber discs between the rear spring leafs

on the TD to try to achieve similar results I was after. This gave me the idea to abandon sheet teflon and to make discs similar to the TD from readily available 1" diameter round bar Teflon. This was done and has been in use for many years now and has proven very successful.

When MG designed the front spring shackles, the rubber bushings were an integral part as to the way they were designed. With a slight preload on the bushings, the rubber bushings absorbed road shock transmitted through the springs to make the ride less harsh. In the racing world, racers go in the opposite direction and always try to stiffen the suspension and make the car go around corners like a go-kart. That's why in days past, racers would bind the leaf springs with cord to try to reduce the springing action and stiffen the car. In later years for the race track, the rubber bushings were replaced with polyurethane (plastic) bushings to stiffen the ride. These bushings appear to now have crossed over to the road world, I'm told, because they last longer and don't look ugly as do the rubber bushings when the flanges on the rubber bushings split.

The reason the flanges split is because the majority of the bushings supplied are of incorrect manufacture. (see picture comparing current supplied bushings with a new original). The flange should be only 1/8" thick so that when the side plate is tightened against the shoulder on the pin, there is only a slight compression of the rubber flange. Not the excessive compression of the too thick flange which leads to early failure through splitting. Simply reducing the flange thickness to 1/8" on a belt sander makes this problem go away - (remember, the front spring eye bushings are shorter in length than the upper bushings, and in many kits, all the bushings are the same length, so you have to shorten them on a belt sander before installation)

Correct thickness front rubber bushings have lasted me 30,000 miles, rear 50,000; on a daily driven car. If you have a good feel for your car, you can notice the difference when driving a car equipped otherwise, on a rough road, as to which car has the plastic bushings as the ride is noticeably different.

Food for thought. Harsh ride or softer (less harsh) ride: personally my hand has always been in the air for a softer ride in my TC.

NEW SPARES

As mentioned on page 6 under 'Register News' we will have the following new spares for sale at Stoneleigh. These spares have not been paid for from Register funds - this is not the Register dealing in spares. Rather it is an attempt by a Register member to offer a limited number of good quality spares at an affordable price with all profits going to Register funds. Most of the items are not available from T-Type commercial stockists and there is no intention to compete with these stockists.

King Pins and Bushes sets for TA/B/C

These are high quality sets, which come with a test certificate and a materials specification sheet. The price is £65 per set plus £5 donation to the Register.

It is now possible to buy the "wrapped" bushes separately. These bushes are (as far as we know) unavailable elsewhere and were the original equipment when the cars were new. The price is £6 per bush plus a donation of 50p per bush to the Register.

Shackle Pin (Lower) Rear Spring (TC)

These shackle pins are made from EN16T. The price is £40 per pin plus £4 donation to the Register.

The part number from the TC Service Parts List is 99551 and it is described as "Shackle pin (bottom) for rear spring". It is available from one of the T-Type parts suppliers (not one of our advertisers) at around twice the price, but there is no material specification stated.

Special Washers & Front Spring Bolts

The thick washers in the left of the picture are not listed in the Service Parts List but locate on the flat of the shackle pin pictured over the page. They are laser cut and are £2 each. The thinner (keyed) washers locate on the rear spring mounting stud (front of rear spring) .They are laser cut and are £3 each. As far as I know neither of these washers is available from T-Type stockists. The front axle bolts are made properly from EN16 and are £10.35 each.

Stub Axle Pins – TC

These pins come from Bob Grunau in Canada. The material for the stub axle inserts is Hot Rolled AISI 4140 1 ¼" steel bar. The bars are quenched and tempered after rolling and are indicated as "stress free" as received. The price is £55 per pair plus a donation of £5 to the Register.

Oil Filter Adapters

These also come from Bob Grunau. The late TD & TF adapter (on the left in pic) is £32.50 plus a donation of £2.50 to the Register. The TB/TC/early TD adapter is £60 plus a donation of £6 to the Register. These adapters are beautifully made.

TD/TF Technical Specialist, Barrie Jones has polyurethane bushes back in stock. These are discounted by 40% compared with the full retail price.

Polyurethane Bushes (dark blue)

Kit	Fits	Quantity	Price
Lower front bush	TD TF MGA MGB	4	£20.00
Rear spring shackle bushes	TD TF MGA MGB	8	£14.00
Small shackle bushes	TC	12	£21.00
Rear spring pad	TD TF	4	£16.00

All prices include UK postage

One of my New Year's resolutions is to secure the supply of the lower shackle bushes for the TC but Doug Pelton (see advert on page 18) carries these.

Barrie's contact details are: barrietf(at)talktalk.net 01566 782760.

S/hand Spares For Sale and Wanted

For Sale

9" oil bath air filter as fitted to TD MK II – very rare - (there was a lengthy article in TTT about this part) plus aluminium air induction for twin SUs with MG motif cast in – very clean - £60 the two.

Scintilla magneto (see Blower's Manual special tuning stage 2), fits straight in to replace the distributor and coil. Good condition, good spark, £80.

T-Type windscreen wiper motor, good working order, £60; TD tail lamp (Lucas) for number plate, good chrome, £20; oblong small reversing light (Lucas), chrome, £15; tapered tail lamp plinth mount for TD, with round rubber tail lamp, £10; 'Nutex' blue spot oval fog lamp, good chrome, 7 ½" length, £25; 2 x 1 ½" SU carbs – 6020 AUC - £40 each; NEW offside door catch, £40; Pair chrome trumpet horns – TC- £60 pair; TC 'D' tail lamp with bar £30; Complete diff assembly 6 bolt crown wheel. Possibly M/J/F early MG 2 star wheel, all bearings assembled – no crown wheel and pinion; 1 x 8:39 eight hole fixing 6 ½" diameter crown wheel and pinion – perfect, model unknown; 1 x 7:43 eight hole fixing, 7" diameter crown wheel, slight recess in rear mounting, slight chip, model unknown; MG dynamo complete with pulley, very good condition, with new adapter to make it into a TD type and drive the adapter box for the rev counter, £50.
Phone 01429 838683 (Durham).

Wanted

15" x 4" (between the inner edges) centre laced wire wheels. Ron Ward 01422 823649

Wanted

For a TD; front valance/apron (possibly damaged or rusty). 01628 526127 (Bucks)

Ed's Note: The above 'Wanted' advert is from Roger Wilson, which reminds me that in the March TTT there is going to be a feature article from Roger on fitting an MGB engine and 5-speed 'box' to a TD. As a 'taster' here is the opening paragraph to 'set the scene' with apologies to the purists. It's not something I would do, but it's Roger's car and I know he is delighted with the performance.

Over the many years of ownership of my TD I had improved the performance of its XPAG engine by boring it out to 1380cc and going to stage 2 tune. However, I still thought the car was underpowered (I never did find a cheap XPEG engine), and I had become dissatisfied with the reliability of XPAG engines. I was interested in the Hi-Gear 5 speed gearbox conversion, but had the dilemma that I might be fitting a kit to an engine that I didn't think was ultra-reliable and wasn't over powerful. Then in Sept 2004 I read in TTT the article "Phoenix Rising" by Bob Hughes, in which he describes installing an MGB engine and gearbox into a 1951 RHD TD. This got me very interested, as I had talked to Peter Gamble of Hi-Gear and found that 5 speed gearbox kits were now available for the MGB engine……..

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