

**T**  
REGISTER



*Totally*  
*T-Type*



ISSUE 7

JANUARY 2005

*Barrie's Notes*



*Maintaining a 1955 MG TF in the 21<sup>st</sup> Century*

# Peter EDNEY



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# THE EDITOR

I trust you all enjoyed the Christmas break and have made New Year resolutions to either get your T-Type back on the road or, if it's on the road, to use it more often in 2005 than you did in 2004?

I was pleased to meet Rob Dunsterville from Australia just before Christmas. Rob's father lives in my part of the world and Rob was over for a special birthday celebration. He didn't go back empty handed as I had an order from Ron Adams for a set of Yearbooks and two videos. Thanks Rob!

It's pleasing to be able to announce a new book, which is being marketed as a 'T' Register publication. The cover is on the front cover of this month's TTT. Written by TD/TF Technical Adviser, Barrie Jones, the book is modestly priced at £6 and is available from me. Full ordering details, together with a brief review can be found towards the end of this issue. This book is guaranteed to sell out and will be sent worldwide, so to avoid disappointment, please order early.

Have you done some work on your car recently? Were there the inevitable snags and how did you overcome them? If so, would you like to share your experiences with others by contributing an article to TTT? I would particularly like to hear from TD/TF owners as we seem to get plenty of "beam axle stuff". I can always rustle up an article on what I've been up to with TC0750, but I can't write one for a TD or TF, because I don't own one. Yes, I would like to, but in the interests of marital harmony, it's more than my life's worth! This is not a distress call, merely a request to help keep the magazine interesting and balanced. *(continued on page 4)*

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Renewals for TTT have been arriving at a steady pace and even though subscriptions are not technically due until after this issue (but by the end of February) I've already received around 25% of renewals. Just a reminder that the subscription rate for T Register members (i.e. those who are fully paid up members of the MG Car Club and own a T-Type) is £6. This will take you up to and including the January 2006 issue. For those who do not fall into this category the subscription rate is £12. Your cheque, payable to 'MGCC 'T' Register' should be sent to me at 85 Bath Road, Keynsham, BRISTOL BS31 1SR. Please include your MGCC Membership number and your T Register number. If you are an overseas subscriber and a 'T' Register member, these rates are unchanged for next year, i.e. £11 Europe and £15 Rest of World.

The finances of TTT are currently sound and whilst I cannot say exactly what the total cost of this issue is, until it has been distributed, we can estimate it quite precisely. It is virtually certain that we have broken even on Issues 2 to 7 (Issue 1 was paid for by the Register). This is a most satisfactory result, bearing in mind that Issues 6 and 7 have cost significantly more than the previous ones, due to the decision to upgrade the print quality of the magazine. Looking forward to the next six issues, it has to be said that finances are tight, as we shall have the full year effect of the upgrade. However, there have been some very generous subscription cheques and a combination of these and some advertising revenue, should pull us through.

There have been some very complimentary remarks about TTT with the subscription cheques and I regularly report these to Dennis Barker, Register Chairman, who is delighted with the progress of the Register. There have also been quite a few comments about the proposed New Kimber House and I think the following sentiments admirably sum up what is clearly the overwhelming view of Register members:

*"The club officials should understand that it is the members who 'own' the Club and that the officials are simply custodians of the members wishes. If they want to appropriate the Club funds they need to ensure that their case is supported by the members, simple really. Anyway keep up the good work and make sure that the officials are held to account for their proposals".*

Finally, just enough space left to pass on an update on the proposed New Kimber House situation which was conveyed to MGCC Council representatives on 14<sup>th</sup> December by Rob Gammage, Chief Executive. Essentially, due to some communication difficulties within the Planning Authority, the planning application will not be considered until January or February. As a result, the timetable for providing MGCC Council members with information has had to go back, as has the MGCC Council meeting.

# T REGISTER NEWS

## 1. TA/B/C REGISTER RECORDS – Distribution of cars (by country as at 29<sup>th</sup> November, 2004)

TA/B/C Registrar, Stewart Penfound, has produced the following table showing the distribution of the TA/B/C models by country, which we have recorded in the T Register records. Stewart is always keen to learn of the existence of new cars, which have hitherto not found their way on to the Register. We know that there must be many more waiting to be discovered, so if you think that you know of one, why not get in touch with him? His e-mail address and telephone number is given on page 38 under the T Register Committee details.

	TA	TB	TC
Argentina	1		34
Australia	29	13	449
Austria	1		5
Bahamas	1		1
Belgium	5	2	12
Brazil			2
Canada	16	4	72
Channel Is			3
Cyprus			1
Denmark	33		48
Eire			2
Finland			1
France		1	14
Germany	15		51
Greece		1	2
Holland	32	3	102
Hong Kong	1		3
India			4
Israel			1
Italy		1	7
Japan	1		6

Leichstenstein			1
Luxembourg	3		3
Malaysia	2		4
New Zealand	20	2	16
Norway	3		2
Philippines			2
Portugal	1		3
Puerto Rico			2
South Africa	4	1	50
Spain	1	1	1
Sri Lanka			2
Sweden	18	6	68
Switzerland	7	2	35
Thailand			1
UK	597	72	760
Uruguay			2
USA	209	41	975
West Indies			1
Zimbabwe	1		3
Unknown*	196	22	811
<b>Totals</b>	<b>1197</b>	<b>172</b>	<b>3562</b>
<b>Total Produced</b>	<b>3003</b>	<b>379</b>	<b>10000</b>
<b>Survival rate</b>	<b>39.60%</b>	<b>42.70%</b>	<b>36.30%</b>

As you will note, this list was correct as at 29<sup>th</sup> November, 2004. However, registrations do not stand still with the 'T' Register and since this table was produced we have been given another batch of cars by Don Harmer of the Southeastern MG T Register in the USA. Your editor has also supplied the TA/B/C Registrar with details of the MG TC Register of Victoria, Australia so at the moment both Registrars must have "cars coming out of their ears!" Totally T-type subscription renewals have also been a rich seam of information on address corrections and "missing" T Register numbers and the poor Registrars must be tearing their hair out, such has been the number of e-mails they have received with new or amended details.

The information in respect of the distribution by country of the TD/TF models will be published in the March issue of TTT.

Finally, I mustn't forget the Tickford Registrar, Rod Sawyer. It's all too easy to refer to the two "main" Registrars and not mention Rod. Sorry Rod!

## 2. From Roy Miller, Register Historian and DVLA Representative

### THE HISTORY OF YOUR CAR

We have recently received the 500<sup>th</sup> completed Car History File. Of the forms returned 75 were TAs, 13 TBs, 164 TCs, 146 TDs and 102 TFs.

Members of the Club, two years ago, may remember receiving a double-sided form with their December 2002 issue of **Safety Fast!** This form invited owners to give details of their T-Type, such as condition, modifications, previous owners and points of special interest etc and to return the completed form together with a photograph of the car. Upon receipt, it has been my job as Historian to keep my colleagues, the TABC/Specials Registrar (Stewart Penfound) and TD/TF Registrar (David Butler), informed of any significant changes so that they can update the database. I then archive the form in chassis number order in one of the eight lever arch files set up for the purpose. These files also contain other previously collected car history forms, mainly from the 1970s, correspondence and support documents, some of which date back to 1963 when the T Register was first established. Photographs are similarly noted with details of the chassis number, owner and points of interest etc and inserted into one of seven Register albums. At the last count we have over 1,000 photos of cars, some with the owners, some competition action shots but most a simple pictorial record of the car at a particular point in time.

The Car History File exercise proved interesting because it revealed no less than 53 cars new to the Register i.e. cars previously thought perhaps to have been gone abroad, been written off or broken for parts etc. All of the collected information helps to build up a comprehensive dossier on the history of the car, which not only could prove to be useful to the owner if he/she ever decided to sell, but also will be helpful to future owners researching the car's history in years to come. It is particularly a benefit to your Committee when dealing with enquiries about the known history of particular cars and for me when in contact with the DVLA regarding claims for original registration marks or age related numbers. I should emphasise that the information the Register collects and stores about our cars is confidential to the Register and is not shared with anybody else without the prior permission of the car owner.

So a big thank you to everyone who took the trouble to put pen to paper and to send back the completed Car History File and a prompt to those who did not by saying that it is never too late to do

so. We really do welcome information about your car, be it progress with a rebuild, modifications or simply a change of ownership. You can obtain a form from me or simply provide the following information on plain paper, which will do just as well: -

Your name, address, telephone no., Email address

Model (TA TB TC TD etc)

Registration Mark/No. (and any previous marks if a change has taken place)

Chassis No.

Present engine no.

Body no.

Present colour/trim

Original colour/trim

Modifications

Competition successes

Previous owners/addresses with date of ownership (a photo copy of old log book is acceptable)

Points of interest (eg works car, racecar, famous owners, export/reimport etc.

Enclose a photograph if available and send to

Roy Miller  
21 The Uplands  
Gerrards Cross  
Bucks SL9 7JQ

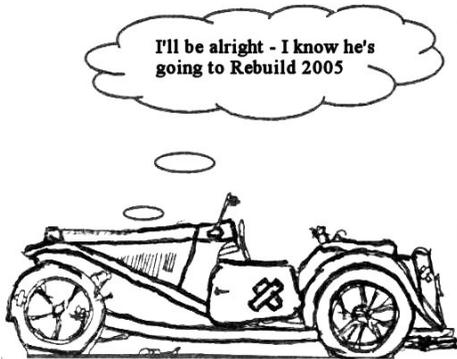
Telephone no./email address at rear of magazine.

Incidentally, some members seemed to have been confused by, or unaware of, the T Register number requested on the Car History File form. This is simply a number allocated by the Registrars to the car when first recorded and that number stays with the car throughout any change of owner. Members of the Committee mostly use it as a cross-reference or double check where Registration marks/numbers have changed without the Register knowing. It does of course provide a numerical indication of how many cars we have on the T Register records.

I hope this short article gives you an understanding of what happens to the valuable contributions to the Car History files you send in and how my role interfaces with that of my colleagues on the Committee. We are only as good as the information we receive so keep it coming.

**Roy Miller Historian and DVLA Representative**

### 3. 'REBUILD' 2005



'Rebuild' 2005 will be held, as usual, at Ernulf School, St Neots, Cambridgeshire on Sunday 20<sup>th</sup> March, 2005. The Annual General Meeting of the Register will be held after 'Rebuild' has finished, as soon as we have rearranged the furniture. Normally this is around 5.30pm with the AGM lasting approximately 45 minutes.

This year's organiser is Peter Cole. Many of you will know Peter as having edited the last two very fine Yearbooks for the Register. Peter has advised me of the following confirmed topics:

- 'T Series Steering Problems and Their Solutions' by Ron Gammons
- 'TABC Back Axles' by Roger Furneaux
- 'Preserving the MPJG Engine' by Brian Rainbow
- 'T Series Carburettors' by Paul Ireland

Additionally he hopes to have sessions on 'T Series Bodywork First Fit' by Steve Baker and 'The TC Gearbox' by Eric Worpe. Then we'll have a final session of reminiscences to mark 25 years of 'Rebuild' with a panel of T Register stalwarts.

We have held the cost this year at £25 (includes bacon 'buttie' and lunch plus mid-morning tea/coffee and 'biccies' and mid afternoon refreshments.)

To apply for a ticket, please send a cheque for £25, payable to "MGCC 'T' Register" to Peter Cole, 19 Parkway, BOGNOR REGIS, West Sussex P021 2XR. No SAE needed, but do please let him know of any dietary or other special requirements. Tickets, programmes and directions will be sent out in early March, so please don't worry if you don't get a reply by return. However, you are advised to apply early as we were well over-subscribed last year.

For the benefit of those of you who have not attended before, the official sign-in time is at 9.30 am for a 10.00 am start, but "Rebuilders" start arriving as early as 8.30 am and many come along in their T-Types. There will be a Regalia stand, manned by your Editor, for purchases before and in

between the sessions. We will also have the ever popular “bring and buy” stall, run single handed by the ‘ever popular’ Tony Roodhouse. Tony asks that you bring along any T-Type spares which you would like to sell, fully labelled with your name and the price you expect for each item.

## 4. ‘T’ REGISTER T- PARTY 2005 AT SHUTTLEWORTH

The good news is that we are going ahead with the ‘T’-Party at Shuttleworth this year. The date is Sunday 3<sup>rd</sup> July and the cost is £15 per person. We have been unsuccessful in getting a concession on the admission price, but we do get our own reserved area (which apparently, we were not going to get last year).

Graham Brown (contact details on page 38) is handling the booking for this event and he is looking into the possibility of organising a short Bedfordshire run on the previous afternoon and an evening meal at ‘The Victoria’, Wilden for those who might like to make a weekend of it.

More details will be published in the March edition of TTT.

## 5. SILVERSTONE INTERNATIONAL WEEKEND

You will have seen from the January issue of **Safety Fast!** that the dates have been confirmed as 22<sup>nd</sup> to 24<sup>th</sup> July. We will have the Register stand in attendance and our Friday night ‘natter’ is now firmly established. The Committee is due to discuss what other attraction we might provide when it meets on 23<sup>rd</sup> January. Further details to follow.

## 6. REGISTER AUTUMN TOUR IN SHROPSHIRE

Never take anything for granted in life! No sooner had I advertised the Autumn Tour in January’s **Safety Fast!** and gave information on where the website could be found, when I started receiving phone calls and e-mails to say that the hotel could not be found on the Macdonald Hotels’ website! A call to the hotel revealed that it has been sold and is now in private ownership. Our booking is, however, confirmed and having spoken to (and suitably admonished!) the hotel management, I was advised that the change of ownership would have no adverse effect on our stay.

Following the plea in January’s **Safety Fast!** for “locals” in Shropshire to assist in route planning, I have probably now received enough offers of help. A big thank you to those of you who contacted me! We will now ‘take stock’ over the coming weeks and then roughly map out where we want to

go and where we want to stop before commencing the detailed planning of the routes.

The initial response to the mention in January's **Safety Fast!** has been very good with 26 cars and their crews entered at the end of December. This is very heartening, particularly when we haven't yet decided on the entry fee, but I guess you know that you always get good value from the 'T' Register and we will make the money stretch as far as we possibly can.

Just to remind you of a few details. The Weekend starts on Friday 9<sup>th</sup> September with cars arriving from mid afternoon. Saturday sees us up reasonably early, ready to set off at approximately 9.30 am for a day's touring. We return at around 5.30 pm to get ready for the gala dinner and presentation of awards. Sunday is again spent touring, with some crews going home late in the afternoon, but with most staying the Sunday night and setting off after breakfast for the journey home. The Weekend is based on the Park House Hotel in Shifnal, Shropshire and a special rate of £150 per person, Dinner, Bed and Breakfast, has been agreed with the hotel for a 3 night stay. If you are staying for two nights, the cost is £110 per person. We will do our best to hold the entry fee at last year's £30, but are unable to confirm this until we have a better idea of where we are stopping en route.

As you will have gathered, we haven't yet decided on the routes but we shall probably plan on the basis of touring South Shropshire on one of the days and North Shropshire on the other.

If you would like to register your interest, please e-mail or phone John James (details on page 38) or write to him at 85 Bath Road, Keynsham, BRISTOL BS31 1SR.

## **7. 17<sup>th</sup> SEPTEMBER '05 - 60<sup>th</sup> ANNIVERSARY OF THE FIRST PRODUCTION TC AT ABINGDON**

TC 0252 was the first of fifteen TCs produced at Abingdon on 17<sup>th</sup> September, 1945 (TC 0251 being an experimental car). Sixty years later, these incredible little cars are to be found all around the globe. Whether used for shopping trips (mine is!), used as everyday transport, used only on "high days and holidays", raced (and giving a good account of themselves) against more modern machinery, or simply "resting" awaiting a long put off restoration, these cars (like all the T-Types) are survivors.

The Register is currently considering how best to commemorate the 60<sup>th</sup> Anniversary of the first Production TC and there could be a few surprises in store. Watch this space!

# Restoration of a Bluemel's "Brooklands" Steering Wheel.

The purchase of a 'basket case' MG TC revealed a host of problems, as well as one or two gems. The car arrived on a wet November afternoon and was unloaded to form an ungainly heap in the drive. Attached to the end of the steering column was the remains of a Bluemel's "Brooklands" steering wheel.



The spokes were a little rusty but complete. Each had the five spring steel rods and the spacers. On one was the pale blue "Bluemels" trademark. The rim was covered with the remnants of a 1960s vinyl steering wheel cover. The wheel boss appeared in fairly good condition. A little 'elbow grease' and time soon had the spokes shining and the worst of the rust and rubbish removed from the steel core of the rim.



The thought of sending the wheel off to be restored never entered my head. I have always been a 'hands on' sort of person so I set about the manufacture of a new rim. 'Wood rim' wheels were

popular in my younger day, so wood was the obvious choice of material. Working in wood was one of my former occupations so the techniques were well known to me.

I needed to make a rim with a hollow centre to take the steel rim of the wheel and as the rim would be round, a laminated wood would be needed. I intended from the start to bind the wheel with string to give a 'period' look. The wheel rim would be painted before binding so proprietary plywood could be used rather than laminating my own. However, the large diameter, almost 18 inches, made turning the rim on a lathe really impractical. The route to follow was to use a router. This added other problems and careful planning was required.

When a woodworker wants to undo a glued joint in the future a 'paper' joint is used. The two pieces are both glued and a sheet of paper is inserted between the pieces of wood as the joint is closed. The joint will be only as strong as the paper. When the joint is to be separated a chisel or knife is forced into the paper which splits down its fibres. Such a joint can be used for holding quite large lumps of wood onto a faceplate for turning a bowl. The thinner the paper, the stronger the joint. I needed a relatively weak joint so I used a thick paper from an old poster.

Two 18-inch squares of 5/8<sup>th</sup> plywood were glued with a paper joint. As clamping pressure could only be applied at the edges the centre was screwed. The centre of the rim was marked first and a small pilot hole drilled. The rest of the rim marked from this on both sides of the board. My router has a large radius attachment for the baseplate, but a piece of 1/4 ply could also be used. Using the pilot hole to locate the radius cutter the outer diameter was cut from both sides using a 1/4" straight cutter.



Inch and a quarter diameter holes were drilled to form the radii where the spokes meet the rim. With the radius cutter adjusted and an 8mm straight cutter fitted, a groove was cut from each side almost to the paper as shown in the picture. To go right through at this stage would weaken the job too much for the next stage.

The straight cutter was replaced by  $\frac{1}{2}$  inch radius coving cutter and the outer and inner edges of the rim were rounded off. Only now was the inside cut taken right through. Using a jigsaw the bulk of the material was removed from between the spokes, leaving the centre intact. Now the tedious job of sanding began. Long narrow strips of cloth-backed abrasive were wrapped once round the rim and worked back and forth. Time consuming and dusty but producing the desired effect.



With the outer part of the rim almost to size, the paper joint was split.

A core-box cutter (half round) was used to cut the channel for the steel rim



and then a straight cutter made the sockets for the spokes.



The centre was finally removed and the two halves taped together for final sanding. Particular care was needed where the spokes joined the rim. The rim had to be circular in cross section but the boot for the spoke was much flatter. Originally the Brooklands wheel had finger grips on the back. My string binding would give grip so there was no need to reproduce the finger grips. (Not to mention the tedium of cutting them!)



The steel rim and spokes were set into the wooden rim body filler. This took up any deviations in the hollow centre and also filled any minor blemishes. As most people know it also sticks like the proverbial to a blanket!

Further sanding and a few coats of sealer, completed this part of the job. I was quite impressed with the appearance at this point and almost left the job there, but continued nevertheless. Three coats of smooth black Hammerite were applied.



Cotton or linen string is quite difficult to get hold of nowadays. It is all polyester or some other modern polymer. Even butchers no longer use cotton string. I particularly wanted a natural fibre for its absorbency as well as authenticity. People give you curious looks when you ask if their string on sale is cotton. I eventually found some cotton string in a little stationery shop. Each section of the wheel was whipped separately. The pristine white of the new whipping lasted only until the wheel was fitted to the car! It now has a fairly well worn appearance but definitely adds character.



# Change Logic Principle

It is interesting to read all the recent concerns reported in TTT, about the safety of our T Types, much of which are centred on the beam axle TA/B/Cs. As all those bits of iron grow older, concern is very justified, especially as we now drive faster, put greater loads into the components through bigger tyres, better brakes, more powerful engines and of course heavier crews.

I do a 6-month safety check on my T types and focus on those items that if they fail, are going to put me firmly in the Lap of the Gods, not a good position, even if you were an atheist. My checks are common sense, most are visual for damage and security of key components and if anyone is interested I would be happy to publish the list. (*Yes please, Ed.*)

I also employ a check system every time I drive, based on my Change Logic Principle. If the car sounds, feels or looks different, there must be a reason, so find out why and fix it.

One area that I am a little paranoid about is axle attachment, quite important for incident free journeys. The beam axle T types hang the entire weight and dynamic loads of the car on just the threads of four 5/16 bolts at each corner, the ones that hold the axles to the springs. I now resort to using 8mm high tensile (grade 12.9) cap head black steel bolts with at least two nuts per bolt, but preferably three.

The TA special is now on the road and speaking of safety, gets a thorough check every week until I iron out the initial bugs. I suggest that anyone who completely rebuilds a car employs some structured checking process during the first few weeks on the road.

As the special has a fresh XPAG, it had its first engine oil/filter change at 250 miles, cheap insurance, I use a semi-synthetic 10W40 on the first fill and then change to a fully synthetic 10W40 for all future fills. If you are still using mineral 20W50 in a rebuilt XPAG then you must be mad, engine oil technology has advanced light years since the invention of the Green Stuff.

Here are (*see page 18*) pictures of the Special as requested by the Editor in issue 6, it is going to be a quick car and constantly threatens the self-imposed 3500-rpm running-in limit. However, running-in does give you time to ponder on the condition of the stub axles and the limitations of red dye crack testing.

Regards  
Tangerine Terror



**The Tangerine Terror's Special, looking very business-like.**



## **THE WAY WE WERE.....(or some thoughts on owning a T-type in the nineteen-fifties)**

Looking at all the immaculate T's at 'Rebuild' last March set me reminiscing on how different attitudes were when I owned my first one back in 1958.

Up to then I had been the proud owner of a Wolseley 14 saloon, which was very comfortable, but developed the annoying habit of gradually extending its built-in hydraulic jack rams as one drove along, which first made grinding noises on the road surface and eventually literally caused the car to grind to a halt. The intricacies of the jacking system seemed beyond my local garage in Cambridgeshire, where I was stationed in the Royal Air Force, so I decided the car had to go; in those days I did not go in for car fettling.

I found the 1938, Apple Green, TA Tickford advertised in Motor Sport ( in those days a very different publication, and full of classified advertisements for very interesting cars) and purchased it at Camden Motors premises in North London - the last time I saw the firm advertising they must have later moved to Leighton Buzzard. I do not remember even taking a test drive - I guess I must have done, but the car really sold itself to me as it stood in that rather dingy old warehouse, and I drove back to Waterbeach £150 poorer, but about to start on an association with the marque which has lasted 47 years so far.

Apart from local trips to Cambridge , the Plough at Fen Ditton, and several other hostelrys in the local area, the TA was used almost every week-end to drive the 350-odd miles to Bristol and back, in order to visit my then girlfriend who lived in Henleaze, a suburb to the North West of the city. Driving back on one Sunday evening in summer along the A4 heading east out of the city, I was followed by a TC from the local traffic police. The road had many traffic lights and a 30mph speed limit, which I duly adhered to for some 3 miles - the police car stuck with me until about ½ mile before the end of the speed limit, where he drew up alongside and told me to 'get a move on' as he wanted to have a bit of a blast! I was only too happy to oblige and we enjoyed some mildly competitive driving before he waved me on my way - something I do not think could ever happen today! We also used the car to go on holiday to Cornwall, taking all of our luggage and a couple of surf boards with comparative ease.

It was prudent to belong to the AA, because I did quite a lot of night driving, and there was only one source of petrol after 9 p.m. that I could rely on, and that was in the basement of an hotel in the centre of Oxford - it was simple then to negotiate the city, without the "luxuries" of pedestrian areas and elaborate one-way systems to confuse the driver. Although the car

was then 20 years old, spares were quite readily available, for when the car suffered a fractured oil pipe in the middle of Oxfordshire, the AA patrolman found a new one very quickly and got me on my way within an hour.

However other items, which today we take for granted, were very expensive because their producers enjoyed a virtual monopoly. The first that comes to mind were the batteries, produced by Exide, and prohibitively expensive for a Flying Officer who earned about £70 a month. When the TA's batteries got rather tired and seldom had enough charge to operate the starter motor, one could always rely on the starting handle to get going - in fact it was so commonplace that, when my girl-friend took her driving test in the car, and, through no fault of hers, the car stalled during the test, she smiled sweetly at the examiner and asked him to do his bit with the starting handle. And she passed the driving test! The other item that only the rich used then was anti-freeze - Bluecol had a stranglehold on the market, so most car owners drained the radiator at night if frost was likely, and then filled up with hot water next day, which also helped in cold start conditions. That monopoly was broken by Boots, the chemists, who halved the price overnight, and saved us all from another little ritual.

By modern standards, petrol might be thought to have been incredibly cheap; even after Suez it stabilised at 2/6d (12½ p) a gallon, but, considering the average wages, it was still quite expensive. In either the 1958 or 1959 Budget the Chancellor put the price up by some 18%, to 2/11½ d (14P) per gallon, so I rushed to the local garage and filled the tank to the brim for the first time ever - but the car had the last laugh, since I found out there was a leak at the 10 gallon level, and I lost 6 gallons to fresh air! Today I would have bought a new tank from "Metal Mickey", but then I never filled it above the ten gallon level again.

Today's cars are fitted with all manner of gadgets as standard, but the fifties owner had to put them in himself, and had many to choose from. I had but two; first a radio, then quite uncommon, which I mounted beneath the dash panel and masking board, and the other a case which presented the driver with a lighted cigarette at the press of a button, and which I screwed to the face of the wooden dashboard. That sounds like sacrilege now, and very politically incorrect, but, as a heavy smoker then, I considered it very important, and it certainly avoided the driving hazard that lighting a cigarette on the move normally represents.

Servicing was done by an MG specialist garage, at that time owned or managed by the racing driver Archie Scott-Brown, although I certainly did not adhere to any schedule which entailed greasing the front end every 500 miles. As a result of this, I suspect, I had to have new king-pins and bushes fitted, but cannot remember the cost. However, I do remember

having to have the clutch recorked, and that cost £14-7s-6d (£14.37½); knowing now the work involved, I think that was quite a bargain. Of course there was no MOT test to concentrate one's mind on the work required, and I relied heavily on the garage to make sure I kept mobile. I do remember speaking to one of the mechanics in the workshop about the car he was then fettling - an F-type Magna - and his comment still rings in my ears today - "The worst bloody car MG ever built!"

It all came to an end in 1960, when one evening, returning to Waterbeach, a driver coming in the opposite direction took most of the off-side of the car away, even though I went halfway up the roadside bank to try and get out of the way. The car was written off for £100 as just another old car (though these days one might well have rebuilt it), whilst I got £50 for my pain and suffering; fortunately my passenger, Pete Simpson, with whom I am still in contact, was unhurt. Sadly, I cannot recollect the registration or chassis numbers, nor do I have any photographs to jog my memory - probably the car was dismantled in a scrap yard. But motoring life has to move on, and I bought a Sunbeam-Talbot 90 Mk.11. There followed marriage, children and "sensible" cars, until 1985 re-kindled the MG 'bug', and I began to enjoy motoring again. The TA, and particularly the Tickford, will always have a special place in my memories

**Paul Rundell**

### **DISCLAIMER**

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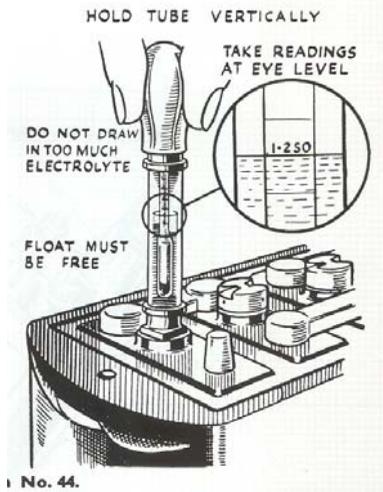
# Notes from a Rebuild

## Response on the TC Battery Box Puzzle (TTT No.6)

I was delighted to get two responses to my request for any clues on how the TC battery was originally secured.

Firstly, Jonathan Welch wrote: *".....I am sure the original Lucas battery had lugs moulded into the case and threaded rods were used to bolt this to the base of the battery box. I have checked with my uncle who has worked 50 years in the motor parts trade and he confirms this. Attached is a Lucas advert that shows a drawing of a Lucas battery to illustrate the point."*

Secondly, I had a long note from Brian Hearn, which clinches the issue for me:



*"Reference TC Battery security, of the three alternatives, I consider that No. 2 (securing rods through moulded "ears") is the correct solution.*

*This would be a carry over from the method used to secure the 6V batteries on the TA and TB, although for these cars Lucas moulded covers were also used. Such a cover is not necessary on the TC.*

*Evidence to support my conclusion is as follows:-*

*Page 80 of the TC Instruction Manual (the 'brown book') describes the battery and gives a drawing clearly showing a moulded "ear".*

*Page K5 of the Service Parts List (AKD 856) calls up 2 bolts Part No. 27H 5151 for the STXW9A battery."*

I am kicking myself for missing Illustration No. 44 in the Instruction Manual, but am delighted that the Service Parts List reference closes the debate.

Overleaf is Jonathan's Lucas advertisement which, as well as showing the lugs, is a great piece of artwork from 70 years ago.

Jonathan and Brian, many thanks for your valuable input.

Happy fettleing!

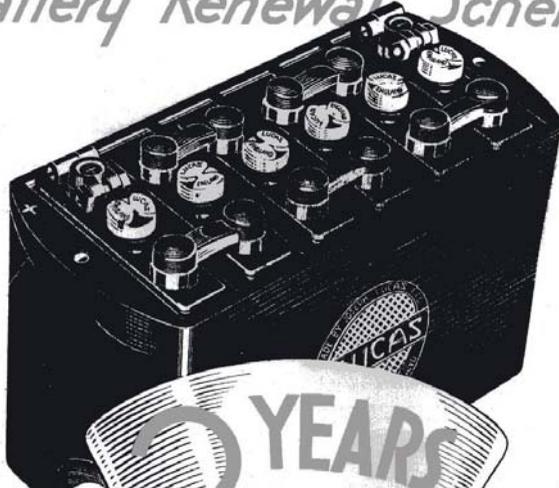
**John Steedman**

*The Autocar*

JANUARY 18TH, 1935.

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JOSEPH LUCAS LIMITED, BIRMINGHAM, 15.

# King-pin Removal on a TC

“The king-pin is held in place by a small cotter; when this has been removed the king-pin can be withdrawn.” So says the Instruction Manual for the MG Midget (Series “TC”).

Having loosened the nut on the end of the cotter, I carefully placed a cardboard box containing a few rags beneath the end of the axle in order to catch the king-pin when it fell out as the cotter was removed. I need not have bothered. Those of you who have tried this for themselves will know what is coming. The cotter was carefully tapped out with a small hammer and drift. The king-pin remained in place. A gentle tap to the top of it with a soft-faced mallet proved ineffective. Progressively harder blows followed until I felt there was a danger of bending the axle despite the support next to the pin itself.

Plus-gas, WD40, 3in1 oil, all proved useless. Heat wasn't even considered. The problem was that I did not want to damage the king-pin as it would need to be re-used. The need for removal was for the replacement of the horizontal bush on which the steering swivels. There was considerable movement vertically but none horizontally; the king-pins themselves and their bushes lining the stub axle and axle eye being in good condition. What was needed was a puller of some sort and so I set about designing one. What I actually ended up with was a pusher, to push the king-pin out from below.

A piece of two inch angle iron cut from an old fence post and a small piece of 3/16<sup>th</sup> plate were welded together to form a channel section. Using the



brake back-plate as a template for the holes, two sets of 3/8<sup>th</sup> holes were drilled so as to enable the channel to be suspended from the stub axle using the brake back-plate bolts. Placing the channel in situ the position of the king-pin was marked and a small piece of plate welded to thicken the angle iron.

Drilling the hole at the correct angle was rather hit and miss. A piece of wood was held so as to line up with the king-pin and the rear of the channel used to mark the angle. The wooden wedge so formed was cut and the channel stood on it in the machine vice for drilling. After checking that the pilot hole lined up with the king-pin, the plate was drilled and tapped to 1/2 inch UNF, being a suitably fine thread. A small cylindrical packer prevented the end of the bolt damaging the end of the king-pin. Screwing the bolt up neatly pushed the king-pin out.



**Stephen Rigby  
Hatfield.**

# **Fitting Supplementary Direction Indicators to an M.G. TF. (by *Brian Osborn*)**

The MG TF was one of the earlier British cars to be fitted with direction indicators, these were incorporated within the front and rear side lights and were effective for the period. Nowadays, they are not very obvious to other motorists.

To be safe, I decided to fit another separate system with Amber lenses of today's size, that was quickly removable and incurred no modifications to the car such as extra holes, etc, and left the existing original system intact and working.

I happened to have an old stalk from my MGB that had a broken connection to the dipped headlamp bit, but was otherwise OK. It fitted straight on to the steering column, and had the potential to have a self cancelling action by making a cam to attach to the adjusting bolt (my next job).

I then purchased four Amber lamps from Stafford Components that were for Land Rovers, and made brackets that mounted them to the bumper bolts via a slot so that they could be removed within minutes. Wires were then run from these to the stalk on the steering column.

The wiring was copied directly from the MGB manual, so I bought an MGB flasher unit and also a hazard flasher unit. I had previously obtained a 70's hazard switch at an autojumble, which was mounted into the closing plate under the dash and wired in as per MGB.

The warning lights were made from two commonly available small green round lights, that were hung under the top of the dash from the bolts that attach the foam bump strip/padded edging using large cable connectors, and connected to the relevant wires coming out of the stalk.

The system works very well and I am sure is a lot safer. If we ever get a film or TV job where originality is called for, all four indicators can be unplugged and removed in about 5 minutes, and the original system is still there and operational.

## **TF REAR BRAKE/FOG LAMP (by *Brian Osborn*)**

In this era when vehicles are covered in lamps, the old square rigger MGs tend to be a bit dowdy and not so readily seen. This was made more apparent to me recently whilst following Brian Rainbow in his TA. Brian has

fitted an extra high intensity brake light to the rear of his car which was very effective. He has fitted this behind the spare wheel, so it is not obvious, but will shine through the spokes of his wire wheel when lit. Very neat! Since then, I have seen several other old MGs with a similar fitting, well in keeping with the slogan "Safety Fast". I am very safety conscious and wanted to do something similar to my TF, but my car has disc wheels so the lamp couldn't be hidden. For originality's sake therefore, it would have to be quickly removable and then leave no traces.

I managed to find a large rubber grommet that just fitted into one of the oval holes in the spare wheel, which would take the mounting bolt of a suitable lamp through the middle plus a bit of twin wire cable. Thus, when the bolt is tightened the grommet is clamped into the wheel, but is slightly flexible. The cable is taken to a miniature 2 pin plug and socket hidden behind the spare wheel bracket. One side of which is wired to earth. The fixed switched live wire is run along the chassis to come up behind the dash where it is connected to a switch.

Because I intend to use my car throughout the year, I also wanted to have a rear fog light in case I got caught out in misty weather. So why not use the above brake light? So I got the innards out of an old 2 pole domestic light switch (the operator bit, without the large surround - I couldn't find an automotive one). You know the type, it's got one live/common terminal and two switched terminals in case you want to use it on a two way circuit such as the landing light. This was mounted into the closing plate under the dash where it was easily accessible and the wire from the rear lamp went into the common terminal. Another wire went from the same terminal to a small red warning light mounted on the dash.

Then one wire to connect one of the other terminals (S1) to the supply side of the headlamp dip switch, as rear fog lamps should only be on when the headlamps are on. Another colour wire from the third terminal of the switch (S2), back under the chassis (partially following the first wire from the rear lamp) to the brake light switch, where it is connected to the output connexion.

When the selector switch is in one position, the rear light will illuminate when the brakes are applied. When in the other position, the rear light will be continuously illuminated as long as the headlights are on.

The only disadvantage is that the warning light on the dash (that is a requirement of the rear fog lamp regulations) will also light up on application of the footbrake. So that this does not introduce a dazzle problem, only use a low power warning light and mount it out of your normal driving line of vision.

It can also be a reassurance to know that your brake lights are working, as a couple of times in the past in my MGB the fuse blew and I wondered why folk behind were giving me funny looks and then more distance. It took me several minutes before I next looked at the fuel gauge or the tachometer to find they were not working and then a few more minutes to twig that they were on the same fuse as the brake lights. I have since changed my roadster to separate fuses.

## Direction Indicator Warning (on a TC)

When we first bought our TC some eight years ago, it was fitted with flashing indicators consisting of “ear-type” light units on the body, and a warning light in the bottom centre of the instrument panel. The hideous external units were speedily replaced by proper and visible amber lights front and rear, but we left the warning light in situ.

It soon became very apparent that the warning light was all but invisible to the driver, and the clicking of the flasher unit was drowned out by all the other noises - as a result, the indicators were not always cancelled as soon as a turn had been made, leading to frustration, and risk of accident if the spurious turn signal misled other drivers. It is also noticeable that other older M.G.s are similarly at risk.

First we moved the warning light function to the “Thirylite”, in addition to it serving its proper function; this was an improvement, but still not always apparent in daylight, and a more fool-proof solution was needed. Whilst in our local auto-electrical dealer we noticed a small 12 volt buzzer unit, costing about £3.50, which, if connected between the “P” terminal of the flasher and earth (ours was not polarity sensitive, but reverse the connections on the buzzer if there is no sound), makes a noise that cannot be ignored. You can still keep the warning light as well, and the buzzer is so small that it can be hidden behind the dashboard, thus avoiding adverse re-action from the “originality police”.

**Paul Rundell**

### **Fashionable Wheels**

Over the years we T-Typers, at least those with TA/B/Cs, have taken a lot of stick about those great big skinny wheels our cars have. How times change! Big wheels are back in fashion. All the high performance cars now – Porsche, BMW, Aston Martin – have 19” or even 20” wheels. Once more we can hold our heads up high and say that our cars are at the cutting edge of automotive fashion. Ignore minor details like our tyres are more like 100% than 20% profile, or that there is a slight difference in width. Be proud to be modern again. Just goes to show that, if you wait long enough, everything comes back into fashion. Roll on flared wings and running boards.

**Chris Sundt**

# Keeping and Driving a T Type

This month a very different sort of diary – no driving! I am replacing the wood which surrounds the rear side door, and this article is from the viewpoint of someone who has owned the M.G. for 32 years but never undertaken such work. The diary will follow, but first a word on why I have undertaken this work. My car is used; up to 5000 miles per annum and as a running rebuild job. I replace pistons to avoid smoke, suspension and steering to compensate for wear, even trim (doors to be done next). The nearside door hinge has been a source of concern for about fifteen years. It has held up well, and indeed my effort several years ago to line it up by using araldite within the wood (and getting the door in the right position before the glue set!) has stood the test of time. But now I feel it is necessary to replace this part of the wood properly, and so I spoke to a northern expert over the Silverstone Weekend in July, and he said it was quite possible. This turns out to be Rique Llinares and I am encouraged into stripping down parts of my TC that I have never dared touch before. I remember when I first acquired the car, and soon I needed a new clutch plate; never before had I delved so deep into a car's workings, but I managed, with the help of the amazing (by today's standards) driver's handbook, to replace it. My handbook now is Mike Sherrell's great tome *TCs Forever*, and with a few 'phone a friend' types (mostly T Register fellow committee members) I hope to manage! Thus the story begins, and I report the following to show how the project has so far unfolded, with a few photographs to help.

November 16<sup>th</sup> I receive a call from a fellow owner saying he has one or two door pillars. Encouraging, though I don't think I can get over to collect them. An email from another T Type driver advises caution on my project, and puts me on to someone currently rebuilding a similar T Type body. I am also advised to send the original part off to be copied. Just to get started I remove all trim, the rear wing, the running board, and also peel back some of the skin from the rear pillar, and remove that too. (photo 1) The rear wheel arch is not quite as bad as it looks!



Nov 18th Cannot find how the rear door pillar joined the bottom rail, but it certainly wasn't by the interlocking original design. I am already worrying about whether I shall ever bend the skin back over the new wood, if indeed

the new wood fits! Next job, phone my intended supplier in the North and speak!

Nov 19<sup>th</sup> I speak to Rique Llinares ... Fascinating. He tells me that some T Types were built with not a scrap of care for the wood frame - the metal covered that! - as long as the finished product looked OK. So, there were poor joints in the frame, and also ash was often not ash - often mahogany or other wood. He advised me to dig deeper, and lay bare more of the wood. Bend back the metal with at least 18" free, and never make a kink (otherwise the metal will not go back). At this stage I do much thinking, and decide that the rear door pillar is never going to fit properly on its own. I decide that the only proper way forward is to buy both rear door pillar and bottom rail, which will then fit together for assembly more successfully.

Nov 20<sup>th</sup> I am in the garage early this morning, and successfully peel back the metal skin from the bottom rail, which I shall replace as well as the pillar. I just hope it all fits. The rail is very firmly in place despite having removed the retaining bolts.

Nov 22<sup>nd</sup> I hammer a chisel between rail and frame, and it eventually comes off in one piece. It is ash, I see. The joints with neighbouring parts are not as drawn - just simple butt joints. Do I need to replace even more?

Nov 23<sup>rd</sup> I phone Rique Llinares again and he suggests replacing the front pillar as well. He warns that the top piece connecting the pillar to the bulkhead may not be correctly made, but I must alter that rather than the new pillar from him, to make a fit. I start removing the quarter panel.

Nov 25<sup>th</sup> A real stressy day at work, so the peeling back of the front quarter skin proved a wonderful antidote. There is nothing less stressful than being in my garage - I leave all other concerns behind. I'm really glad my M.G. needs attention. If it didn't, maybe I would, and that wouldn't be so nice.

Nov 29<sup>th</sup> I work in half hour bites - well, that's the intention, but in fact, once started, the half hour is always much more. The skin which fixes to the front post is gradually being peeled away. The front post is coming away - I am now up to the striker plate in loosening it.

2<sup>nd</sup> December Just one or two stubborn screws remain at the top of this front pillar.

Dec 5<sup>th</sup> I have to report that I am really struggling in getting the front post off. It seems fixed at the top although there are no bolts or screws visible. Shall I leave this until the new wood arrives from Rique and then reassess? Go to bed rather undecided and dream of T Type times past:

Croydon to Edinburgh return on the A1; Madrid in 1988, crossing to Santander; the Stelvio Pass summit in 1991!

Dec 12<sup>th</sup> Rather than force anything, I decide to remove the front wing to allow further access. This starts to make the whole job far more major and I am nervous. If you decide to take on such work yourself, it is wise to remember that there are experts around (at a cost) and that this can become a lonely task on your own, and also the only time you yourself will ever do the job! So, if you have faith in yourself, the greatest care and time is necessary.



The rest of the quarter panel is peeled back, and more wood is now exposed (see photo 2) but the very top of the pillar, cause of current problems, still is not exposed and remains extraordinarily and rigidly stuck.

14<sup>th</sup>. I thought all day that I may now have to remove the dashboard, a job I would not relish; I do not want to dig myself in too deep. How far might this have to go? I have a little electric saw, and try this on the top two or three inches of the pillar that will not move. This seems to work, and then I come across what seem like two further screws holding on this piece of wood, but from where? Very difficult to tell.

Dec 21<sup>st</sup> Back from a long trip to Liverpool, so ready to continue the M.G. work. I do my best but the wood is so stubborn. Now (with vibrations and other mishandling) the quarter panel, which was attached at the top, has torn itself away and lies on the floor. This is very frustrating - will try again tomorrow.

Dec 22<sup>nd</sup> I go at the wood again, with the electric saw, and **at last** get it off. There were two huge screws which had to be sawn through, and which do not appear on any of the sketches I have of how this should all be attached! What a job it has been even this far. I peer long and hard at the gaping hole which, over the last few weeks, I have created in the left hand side of my car. Maybe I should have left well alone? How will the new wood fit back on? I hope my photographs will be useful.



2<sup>nd</sup> January 2005. The final photo shows the wood strapped into place, and so far I'm quite pleased. I have emailed one or two friends now to ask advice on how best to reassemble so that the door will have a good fit. I also have Mike Sherrell's book to look at ... so, I just hope that next time I write this little journal, all will be replaced successfully. We shall see!!

Christopher Tinker

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# Renewing Front Engine Mountings on a TC

Over the Christmas holidays I managed to “escape” to do some work on the TC. Much time had been spent playing with my 2½ year old grandson’s train set and, in turn, him showing me how to work the video so that I know how to play his favourite “Toy Story 2” when he comes to stay. He’s not yet allowed to help with work on the MGs, but it won’t be long! However, I digress. My engine mountings have almost certainly been on the car since it went into Abingdon for a replacement engine in 1955. How do I know? Well the Reverend John Green, who owned the car for 55 years from almost new, before he sold it to me, told me so. I therefore knew that the job (like, it seems, all the jobs I tackle) wouldn’t be ‘plain sailing’.

The TABC website is a wonderful source of information if you can put up with what I term a fair amount of “trash” e-mails – they often drive me to despair - but, fortunately, one has a DELETE button. There was a fairly recent enquiry from a member in the USA, who was struggling to remove the bolts on his engine mountings and he received the usual sound advice, including a description of the set-up below the rebound rubbers. He was also advised by somebody to “keep turning” but knowing what I know now, he could keep turning *ad infinitum* if he has the same problem that I encountered. First, a look at what the nearside engine mounting, and the rebound rubber below it, looked like when they came off.



Actually, the mounting doesn’t look too bad on my screen as I compose this article, so it won’t come out any different in the printed version, but you should be able to see that it’s a bit uneven around the top in the picture. I suppose that the best way to describe it is that it looked like one of those doughnuts with a hole in the middle with the rubber all spongy like. The state of the rebound rubber speaks for itself – a horrible sticky, spongy mess!

The nearside mounting, together with the sleeve nut, lock nut, rebound rubber and the washers gave themselves up remarkably easily but I had to remove the dynamo to enable the mounting bolt to come up through. At this stage of the proceedings, it's probably as well to show some photos of the components.



The photo (*above left*) shows the special mounting bolts and the shake proof washers. These pass through the engine mounting lugs and screw into the engine mountings (*new ones pictured top right*). The dished washer sits on top of the engine mounting, which itself sits on the chassis engine mounting point and is secured by two nuts and bolts. When all this is in place, the rebound rubber is passed up through the centre of the bolt (from below), then comes the thick washer, then the sleeve nut, then the lock nut (*these components pictured above*).

Now for the fun! When I got to the offside mounting, the lock nut and sleeve nut came off relatively easily and then the thick washer and rebound rubber slid down the bolt. So far so good! However, the mounting bolt was unscrewed several times, but without any progress being made. What

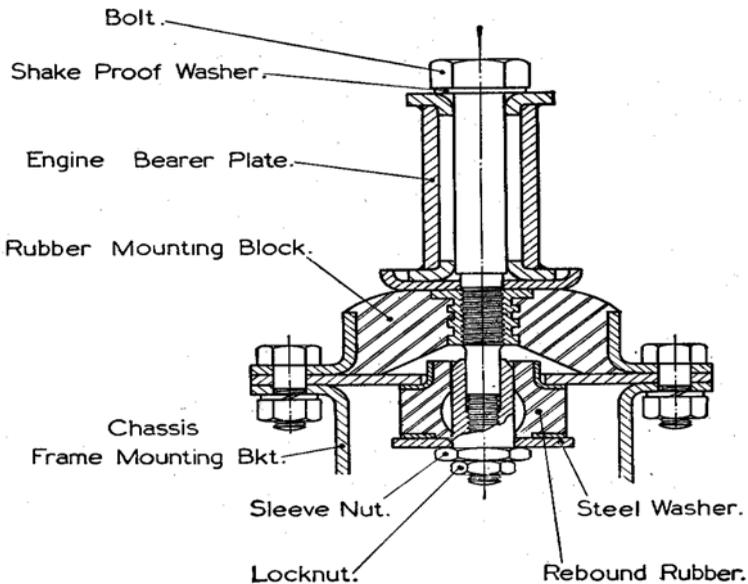


had happened is that the threaded insert, which was originally bonded (vulcanised?) to the rubber, or rather, vice versa, had become 'unbonded'

('unvulcanised') and everything was turning in unison. The only way out was to cut away the rubber until such time as some stillsons could be introduced to grip the insert whilst the mounting bolt was undone. This proved to be a very laborious process but was finally achieved after much cussing and swearing and ending up with a bad back.

If this has told most of you what you already knew then apologies, but it just might help somebody in the future. Finally, I reproduce the drawing of the engine mounting from "The Brown Book" (TC Instruction Manual).

### JOHN JAMES



**Illustration No. 27.—Showing the front engine mounting.**

**“Adjustment of Front Engine Mounting.** – The front engine mounting is shown in sectional view, Illustration No. 27 ; the method of assembly is as follows :-

The bolt is threaded through the engine plate into the rubber mounting block and tightened in the normal way, after which the small rubber block is threaded on to the bolt with its small diameter inserted in the hole in the frame bracket ; this is followed by a steel washer and a sleeve nut which is screwed up through the rubber block so that a slight tension is exerted on the rubber. While the sleeve nut is held in this position the locknut is fitted and properly tightened.

N.B.- If the stabilising rubber under the front engine mounting is compressed too much, engine vibration is likely to be felt through the chassis.”

# Barrie's Notes

The following paragraphs, taken from the introduction to Barrie Jones' new book on the TF, admirably describe what the book is all about.

*I have owned my MG TF1500 since February 1966, and that car has now covered more than 250,000 miles. Over the years I have had immense pleasure from driving my TF, and I have written many articles about maintaining and improving such cars. This booklet is an attempt to pull together all my previous material, plus some new material. Most of my notes are applicable to the MG TD, and to a lesser extent the TC, TB, YB and YA.*

*There have been several fundamental changes to motoring in the past half century, most notably the introduction of radial ply tyres, multi-grade oils, and unleaded petrol. Also, there were no motorways back in the 1950's. Where appropriate, I have tried to suggest some sympathetic alterations to our vehicles to cope with these changes, in the hope that they may continue to be used, enjoyed and maintained for at least another 50 years.*

Rather than repeat information which is readily available elsewhere, Barrie focuses on hints, tips and suggestions which he has picked up along the way in nearly 40 years of TF ownership and which he considers worthy of passing on. So, for example, when writing about the engine, acknowledging that this is covered adequately in the Factory Workshop Manual, he concentrates on giving advice about which camshaft to use and passes on useful information on XPAG threads, rockers, the cylinder head, valve stem seals, unleaded fuel and water and oil pumps.

This little book is crammed full of technical information on virtually every aspect of the mechanical and electrical systems on the TF. It also contains some nice touches, such as "Ten things you didn't know about the TF" and useful Appendices on Lucas codes, chassis codes and Production history and statistics. Just as many TD and TF owners have bought a copy of Mike Sherrell's book *TCs Forever!* I feel sure that many TA/B/C owners will want to buy a copy of *Barrie's Notes*.

This book is only available from the 'T' Register of The MG Car Club. To order a copy, please send a cheque for £7 (£6 plus £1 UK postage) made payable to 'MGCC 'T' Register' to John James, 85 Bath Road, Keynsham, BRISTOL BS31 1SR. The book can be sent to EU destinations for £6 plus £2 postage or to Rest of the World destinations for £6 plus £3 postage. Payment by PayPal (50p handling fee) or credit card (£1.50 handling fee) is acceptable. PayPal payments should be e-mailed to [jjtregalia@octagon.fsbusiness.co.uk](mailto:jjtregalia@octagon.fsbusiness.co.uk) Credit card details, including type of card, card number, name on card, start and expiry dates and security numbers on back of card, should be sent by post to the above address. Please do not send by e-mail as it is not secure. Credit card payment using PayPal can be made on line via the Register website [www.tregister.org](http://www.tregister.org)

## **ITEMS FOR SALE**

TD/TF Dynamo with tacho drive end £50, TD/TF Starter £50, TD new foot dip/switch £15, All T-Types, new side lamp cases £15, TD2 rear round tail lamps with chrome tapered mounting assemblies £45 pair, TD new side window frames £10, All Ts, new chrome side window securing plates with chrome thumb screws £6, All Ts, pair bonnet handles £15, TD pair of air horns H&L £50 pair, TD recon voltage regulator £20, TD chrome headlamp complete with Lucas badge £40, set of exhaust valves, new, £40, TA/B/C stop light switch £20, TD intermittent stop light control box £30, MMM 4 cylinder distributor DK4A type £45, TD new wooden dash board, never fitted £30, 1 x TA offset wheel, needs all new spokes (£70 reconditioned has been quoted), TD set of brake pipes, copper, still boxed, complete with chassis fittings £30, other small useful spares. Bill Tonks 01429 838683

## **WANTED**

2 X 19" wheels for TC. Please telephone Richard Howard 01603 871245

1. Original and good condition TF radiator slats and fitting frame i.e. not badly damaged but may need re-chroming or WHY etc. Would also consider complete TF radiator shell with slats and frame.
2. Original TD/ TF clutch operating shaft with clutch release bearing fork for 8 inch clutch. I have one for a 7 ½ clutch for exchange if necessary.
3. Original TF 1500 cylinder head.

Please contact: Terry Andrews 0208 309 1234 or [mj.terryandrews@btinternet.com](mailto:mj.terryandrews@btinternet.com) if you can help me on any of these items.

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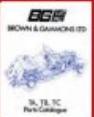
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