



July 2025 Magazine



Contents Page

03 Chairman's Letter and Editorial

Latest news and review of magazine content

04 Upcoming Events

July Events in detail

07 Event Planner 2025

All our 2025 Events listed

08 May Drive it Day

Waltham Windmill to Farmer Brown's

09 Great Limber 2025

Family day out, village atmosphere.

10 Cadwell Park

Event report VSCC day at Cadwell

11 Dad's Cars - Wolesley 15/50

Boyhood reminisces from the 1960s

12 Simon's Rover P4

Buying, Restoring, Improving, Using

18 The MGTD (1949 to 1953)

The affordable MG T Type

22 Project Jaguar SS1

Trevor's one off Jaguar Build

26 Ending on a Smile

Best selection of this months jokes

27 Louth Show 2025

Lots of prize winners.



Welcome New Members

David Magee, Tony Milner,
Steve Hird, John Wade,
Chris Hind,
Bill Stringfellow, Ian Clark,
Alan Ludmilla

Chairman's Letter and Editorial

Welcome to LAC magazine No 42. The summer show season is in full swing starting at East Kirkby on Saturday 5th July. A fantastic venue with over 200 cars and all the East Kirkby attractions including Just Jane. Two of my favourite shows to follow, Mimi's Summer Fayre at Manby, great family day out and the Wolds Railway Picnic. This year at the Wolds we have permission to hold a barbeque. We are taking the opportunity to raise funds for our 2025 charity St Joseph's Hospice. £5 for all you can eat from the barbeque, complimentary bottomless tea/coffee and cake to finish. Hope you can support us on the day.

The month concludes with a difficult choice, two events on the same day that have in the past have been well supported by members. The Sandtoft Gathering is a great event at the Trolley Bus Park, bus rides, entertainment, beer tent, ice cream, memorabilia stalls, a day out with plenty to do. The second event is the Sutton on Sea Carnival kindly organised by Marian. Parking in the High Street, lots of shops and cafes and street entertainment with a Rock n roll theme. Whichever you can't go wrong two great events.

The magazine as always is packed with articles including excellent contributions from Trevor Marris and Simon Piant. Trevor has submitted an account of the build of his Jaguar SS1 replica. A car he has owned for over 20 years, his pride of ownership shining through in his account of the build and use. The skills needed to achieve a car built to this standard should not be underestimated, beautiful car. I visited Trevor recently his Jaguar, Daimler and Lanchester are a testament to his great skill and craftsmanship, his latest project is a 30s style roadster built on a Lanchester chassis. It would be great to see this at an event soon, it really is an exceptional motor car.

Simon's article is an account of his search for a Rover P4, the subsequent restoration and continuous improvement, told with humour, his pride of ownership shines through. My own contribution this month is a profile on the MGTD. A car I have always wanted and one that might now be just within reach.

The club as a whole goes from strength to strength, new members and great turnouts at all our events, loving the Summer long may it continue.

LAC July 2025 Events

East Kirkby Car Show

Saturday 5th July

10:00 to 16:00

LAHC, East Kirkby, PE23 4DE

The **BIG** one, over 200 cars with a Rover MG bias. All the attractions of East Kirkby including raffle for a taxi run in Just Jane. One not to be missed.

No booking requirement just turn up on the day, £15 entrance per car (£10 to East Kirkby, £5 direct to Air ambulance)




PRESENTS




**THE 32ND
EAST KIRKBY
CAR SHOW**

With over 100 Rovers on display!
All Rovers and classics welcome. **10:00 on Saturday 5th July** at The Lincolnshire Aviation Heritage Centre, East Kirkby. **£15 Cash entry on arrival.**

LAHC, A159 (SLEAFORD ROAD), EAST KIRKBY, PE23 4DE.

Title
Date
Time
Venue
Description

Heneage Coffee Morning

Sunday 6th July

10:00 to 12:00

Heneage Arms, Hainton, LN8 6LX

Just come along all welcome

July Drive it Day

Friday 11th July

1:00 to 4:00

Starting from Venney's at North Thoresby for coffees, Teas or more. DN36 5PL

Destination the Wolds Edge Café between Market Rasen and Tealby (Great Cakes), LN8 3UL.

Contact Brian at briananking2016@icloud.com to book a place.



Mimi's Summer Fayre Manby

Saturday 12th July

12:00 to 4:00

Mimis Mission, Manby, LN11 8UT

Classic Cars, Inflatables, Animals, Fairground games, Food, Live Acts, Craft Stalls and Car boot Sale, great family day out lots to do in a village atmosphere.

Please let Brian know so that we can advise organisers of numbers.

brianking2016@icloud.com



Wolds Railway Picnic

Sunday 13th July

10:00 to 3:00

Lincs Wolds Railway, Ludborough, DN36 5SQ

Our Annual picnic day with a difference this year, same venue and visit to station, sheds and a ride on the train all available, but also a charity barbeque, Burger or Hot Dog, bottomless coffee and tea, biscuits and cake at £5 per person. All food and refreshments donated by committee members, entire proceeds to St Barnabys Hospice. Hope you can support us.

Please let Brian know so that we are aware of catering requirements.

brianking2016@icloud.com



Horncastle Lions CVS

Sunday 20th July

10:00 to 4:00

Horncastle FC, The Wong, LN9 6EA

Barbecue, Bar, refreshments. Admission £1 per adult, all proceeds to Lions Charities.

Entry forms available at

horncastlelionsentries@outlook.com

Or tel 07810 497133



Title
Date
Time
Venue
Description
Information

Rock Café Wednesday Lunch

Wednesday 23rd July

11:30 for 12:00

Rock Café, Caistor, LN7 6RJ

Our monthly Wednesday light lunch or late breakfast
Just come along all welcome



Sutton on Sea Carnival

Sunday 27th July

9:30 to 3:30

Sutton on Sea, High Street, LN12 2EY

Parking on High Street at the centre of activity, cafes and bars open, street entertainment, Elvis and Cliff tribute, rock and roll theme this year. Park up by 9:30, street closed at 10:00. Join the carnival procession at 3:00. Great atmosphere, a grand day out.

To book a place contact Marian at
itsmarian@hotmail.co.uk
Or Telephone 07852948868

The Sandtoft Gathering

Sunday 27th July

10:00 to 4:00

Sandtoft Trolley Bus Museum
Isle of Axholme, DN8 5SX

All the usual museum attractions plus classic cars, extended bus tours, trolley buses in service, beer tent, refreshments, and indoor trade area. Sandtoft's premier event of the year.

To apply for free entry Google "Sandtoft Gathering 2025" and follow the instructions to enter on line.



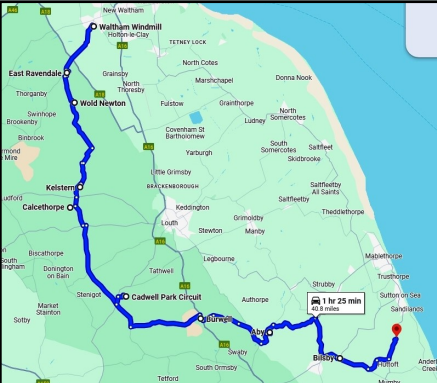




LAC Events Calendar

Issue 7 (1st July 2025)

| | | |
|-----------|--------------------------------------|--------------------------|
| July | East Kikby Show | Sat 5th |
| | Heneage Coffee Morning | Sun 6th |
| | Drive it Day | Fri 11th |
| | Mimi's Summer Fayre Manby | Sat 12th |
| | Wolds Railway Picnic | Sun 13th |
| | Horncastle Lions CC Show | Sun 20th |
| | Rock Foundation Café | Wed 23rd |
| | Sutton on Sea Carnival | Sun 27th |
| | Sandtoft Gala Day | Sun 27th |
| | | |
| August | LAC Annual Show Grimsby Rugby Club | Sun 3rd |
| | Fulstow | Tues 5th |
| | Whitby Group Tour | Fri/Sat/Sun 8th/9th/10th |
| | Club Drive it Day (Navigation Rally) | Sat 16th |
| | Watersedge | Sun 24th |
| | Rock Foundation Café | Wed 27th |
| | | |
| September | Heneage Coffee Morning | Sun 7th |
| | Cadwell Cult Classics | Sat 6th |
| | Minting Village Classic Car Show | Sun 7th |
| | Grasby | Sat 13th |
| | Drive it Day | TBA |
| | Motorbike races | 20 & 21 Sat/Sun |
| | Rock Foundation Café | Wed 24th |
| | | |
| October | Heneage Coffee Morning | Sun 5th |
| | Drive it Day | TBA |
| | Fish and Chips Evening | Wed 15th |
| | Rock Foundation Café | Wed 22nd |
| | | |
| November | 2025 Events Presentation | Sun 2nd |
| | Rock Foundation Café | Wed 26th |
| | | |
| December | Heneage Coffee Morning | Sun 7th |
| | Christmas Dinner | Sun 14th |
| | | |

May Drive it Day - Sunday 18th May

| | | |
|---|---|---|
|  <p>Waltham Windmill Drive it Day Sunday Morning May 18th</p>  <p>Cars on site 9:30 to 12:00 Working Windmill Miniature Railway Museum of Rural Life Danish Café Sarah's Ice Cream Parlour</p> <p>Waltham Windmill Waltham DN37 0JZ</p> |  |  <p>Farmer Browns Drive it Day Sunday May 18th</p>  <p>Farmer Browns Huttoft LN13 9RL</p> <p>Estimated time of arrival 2:00 Sunday Afternoon Ice creams Afternoon teas</p> |
|---|---|---|

Two great venues and a drive over the top of the Wolds, what a great way to spend a relaxing Sunday. Start point was Waltham Windmill, lots to do with rural museum and miniature railway, above all fantastic food at the railway carriage and equally fantastic ice cream at Sarah's. A good turn out of cars, several guests and two new members, star of the show Ian's Off road.

Destination Farmer Brown's for afternoon tea, another ice cream for me and a leisurely drive home. Great day out. Many thanks Brian.



**Great Limber
Sunday 1st June**

The annual Great Limber Show gets better and better, a good turn out of LAC cars enjoying the sunshine, expertly marshalled by Rob and Jason, and great food curtesy of Petra. Cars, Bikes, Trikes and Tractors, plenty to look round, several interesting vehicles, anyone fancy a home built hearse with polished Rolls Royce engine?



Cadwell Park - Saturday 21st June

The ever popular Cadwell day out to watch the vintage car racing. Good attendance from LAC of over 40 cars, hot hot weather contributing to a great day out. Action shots provided by John Mountney, thanks to John. All seamlessly organised by Brian another "Triumph".



Dad's Car - Wolesley 15/50

Alan Bentham

The Wolesley 15/50 story begins in 1949 when Gerald Palmer leaves Jowett to join the Morris organisation with a brief to design new sports saloons to replace the MG Y Type and RM Rileys. The first vehicle to market was the Wolesley 4/44 introduced in 1951, with Morris still an independent company the engine and drive train were taken from the MG saloons and sports cars of the time. The "XPAG" engine was a four cylinder ohv engine displacing 1250cc and developing 46bhp.

In 1952 Austin and Morris merged to form BMC with Austin emerging as the lead organisation. Next from Gerald Palmer in 1953 was the MG Midget using the same unitary construction body as the Wolesley but this time using the Austin derived 1500cc "B" Series engine with twin carbs and 64bhp.

Inevitably the 4/44 was on borrowed time and in 1956 the "B" series engine and drive train replaced the 1250 XPAG. The new engine was the 1500cc "B" series but this time with a single carb, power output was 50bhp giving a top speed of 78mph and an overall fuel consumption of 25mpg. The 15/50 was an elegant design with good performance and road holding, it did not however sell in great numbers with 12,352 cars produced. The car was discontinued in 1958 and replaced by the badge engineered Farina, a case of an excellent car being replaced by an inferior product.

Dad purchased our car in the early 1960s. Memories include holidays to Butlins at Pwllheli, Skegness and Bognor Regis. Bognor an overnight drive passing through London in the early hours now having company in the back with my sister who was car sick. The car was stolen at one point and returned with crash damage to the front end, the repairs were carried out by dad with a re-spray in Old English White. A much loved family car staying with us for several years, the replacement would have to be good,it was, a Rover P5 Saloon .



Simon's Rover P4

Simon Piant



Introduction

I'd desperately wanted a P4 ever since I was knee high to an axle stand. Living in Lincolnshire, as a child, there were loads of them about. Rovers were the transport of delight for gentleman farmers, solicitors, doctors. A real car for a chap with leather patches on his elbows. The middle class Roller, perhaps.

What planted this seed in my tiny mind I'm not exactly sure? Reassuring perhaps? A symbol of the safe and comfortable England I grew up in and remember with such fondness. I recall watching journalist Renee Cutforth and his chum motorin' round France in one, drinkin' lots of wine and haw-he-hawing with the locals. Try as I might I can't find anyone else who

remembers this. But boy I really fancied that life style –even at an early age. And of course Siegfried Farnon had one in that wonderful television series. Well he wouldn't drive anything else really, would he? And Charlie, the father of the girlfriend of Citizen Smith had a P4. Oh and not forgetting two murderers in Miss Marple and Sergeant Merton in Heartbeat. It's amazing how many you can spot in period dramas and old films.

There's loads of technical stuff on P4's written by much finer men than me. You should know that they were produced between 1949 and 1964 and came in four and six cylinder engine sizes. The fours are lighter the sixes have more power. It's really a matter of personal choice. The most desirable for me was the six pot hundred with disc brakes and overdrive. What interests me more is why they were nicknamed "Aunties". Loads of variations here. However I like the one about the fifties motorin' journalist who said "It looks just like my maiden aunt".

The Quest

So years later I was round at my future in-laws (Sunday lunch) when I was invited by Lindsey's father Ray to go for a ride in "The Rover". Funny how we refer to our cars as "The Rover". Anyway it was a privilege to ride in that car, a 1964 110. I beamed like a big, silly kid. My desire was sharpened so I started looking at prospective purchases. I read as much as I could and asked as many questions as I could think of. I joined the Rover P4 Drivers Guild. Member's loves talking about their cars. Don't be shy, there's no such thing as a stupid question where P4's are concerned.

Ray in fact put me onto an early lead. We must, of course, talk in numbers. A '59 75. I must mention for story telling purposes that Ray was an ex copper and was, shall we say, a big lad. Certainly I would not have liked him to have felt my collar during the ear clipping period! So, after the crawling underneath inspection, the owner offered us both a ride round. Ray took up position in the back of the car, in order to offer advice, and listen for strange noises, some even coming from the car.

All was going well until about half a mile from base when the old girl threw the towel in. Out we get to push. The owner (now not the vendor) with hand through the side window operating the wheel and me at the back

almost horizontal with effort. We stopped. I met more resistance. Was I tiring? "Oh yeah, my drives got a slight slope". Take it from me it was a hill. No, a mountain. Tell you what you wind the car on the starting handle and I'll steer".

Eventually after much winding and groaning from me we got the car back onto its parking place. At this point my father-in-law emerged from the back seat of the car none the worse for the experience. Take along an expert when buying. Sound advice, but make them get out if you have to push. I was almost, almost put off

I kept looking and boy did I see some wrecks. I must have seen more scrap metal than Albert Steptoe. One or two sellers implored me to take their cars away and made the offers for me! I remember seeing one example in the Midlands which left me speechless. This thing looked as if it had been driven across the Sahara and then some.

I did shake hands on a 75 with 23000 miles on the clock. I learnt a week later that the car had been sold to a dealer who offered much more than I could ever have afforded. A mean and dirty trick though. I had been duped. Lesson – pay a deposit. Insist.

Anyway in my heart of hearts my choice really was a 100. This model has a bit more push than earlier models, incorporates a lot of improvements and is considered by many to be the ultimate P4. I got that bit from James Taylor's book. I suppose he got fed up singing about Carolina and cowboys and now writes about Rovers instead.

"Buy a car that doesn't need too much work" said the head. "I've seen a car in Yorkshire and my patience is running out" sad the heart. To be honest I was getting truly fed up wandering about the country ending up disappointed. Sellers jargon is amazing isn't it? "Needs small amount of work for MOT" My favourite. Why haven't they done it then?

TCX 395, Tixie to her friends, was owned by Barrie Skinner from Yorkshire. A really nice fellow who had to give up his car due to illness. Whilst I was negotiating to buy the car (I gave the asking price anyway) I sensed how fond Barrie was of her, although he couldn't talk as he'd had a severe stroke. I vowed to look after Tixie and keep him posted. I did just that. I know he looked forward to news of the cars progress. Sadly Barrie passed away whilst renovation was in full swing but I'm sure he's up there looking down whenever we are on the road together.

Restoration

The old girl was basically solid and unmolested but use soon revealed holes a plenty and emerging rust. I could stagger from MOT to MOT like a drunk between lamp posts or get the car sorted once and for all. Option two for me. My aim to end up with a safe and reliable car not a show winner – a side of classic car ownership which doesn't interest me at all. Well I am a competent home mechanic. "Back street Mechaniking" Fred Dibnah called it. Years and years of British bike ownership have taught me a lot but I'm not the sort to elope to the garage with a MIG welder and live there for years on end. Something had to be done.

Sadly father in law Ray passed away before he could see me as a Rover owner but he had mentioned a chap who lives in Lincolnshire and knew all there was to know about P4's. Bryan Leggate was soon entered on BT's Friends and Family. He was assigned the job. Lucky man. His mission, should he choose, to produce a tidy and roadworthy P4 that would get me and my gang about without the RAC being in constant attendance. Other motoring organisations are available!

The usual suspects I'm afraid. Wing bottoms, tops, valances and disappearing brake fluid. I managed to obtain a new steel wing. A rare item or at least a rare item on the open market. A guy answered one of my many pleas for an offside wing as he had a second hand one. Once more I trekked off to look at yet more iron oxide. "Here it is mate, I've got a brand new one for the other side but that's not the one your bothered about , is it? Don't want much for it mind".

Simon, keep calm. Act nonchalantly. Deep breaths. He might as well have said "I've got the secret to eternal youth in my shed, interested?" "Surely you're not going to fit it to the car?" gasped the Rover sages. In unison Yep. If one is shot to bits then the other one won't be far behind Mathematicians amongst you will have worked out that I'm still a wing short.

I mentioned the F word to Bryan. At first I thought he was going to challenge me to a duel. Monkey wrenches at dawn, you bounder. OK for me as I don't get up 'til nine o'clock. No, not that F word. FIBREGLASS. Bryan told me his friend Ron had won a concours competition with his Morgan and had fooled the experts with a fibreglass wing, so it should be

possible to produce a decent result. Ron, incidentally, is now banned from competition by the Morgan hierarchy. Shame. Smith and Deaken of Worcester, by the way, have original moulds and so the copies are very good.

Bryan in his meticulous and knowledgeable way set about Tixie with gusto. On went the new wings, valances, master cylinders and servos. All this followed by a shiny new coat of beautiful black paint. I got exactly what I wanted a tidy, serviceable, but above all safe Rover.

Worth mentioning is the stainless steel exhaust I had made up by P D Gough. Great name. Sounds like a 60's folk singer, in reality an exhaust manufacturer near Nottingham. Guaranteed for life I shouldn't wonder.

History

Whilst all this was going on I thought it might be fun to research a bit of my cars history. Not too difficult and very rewarding. I obtained the list of previous owners from the Devious LA and wrote to them, crossing their palm with silver of course. I got one reply from a man named Peter. He told me that: "The original owner of the car was Harry Wimpenny who was a director of J Wimpenny and Sons; contractors and civil engineers. They owned the car from 1960 -1971 and purchased it from George Sykes and Sons of Huddersfield."

So I wrote to James Wimpenny, current MD, he confirmed that it was his great uncle's car and he told me that: "As my great uncle was elderly the car did very little mileage and indeed the car ran out of guarantee before the first service was due at 1000 miles. He covered 1000 miles a year and suffered many minor bumps to the rear (the car) as he used this as a method of knowing when to stop. All employees were careful to move their cars when they knew he was about to leave the car park."

There's a tale then. Uncle Harry the scourge of the staff car park! Amazing. I'd found the first owner and a little bit of the cars history. Not bad for the cost of a few stamps. Instant provenance. Anyone know the garage in Huddersfield?

Continuous Improvement

Well I've made what I consider to be improvements to Tixie since we've been together. They might not be the traditionalist's cup of tea but everyone has their own ideas. For me some modern developments are worthwhile, some futile. Make up your own mind chums. So many materials are so much better than they ever were. Things like oils, glues, polishes, varnishes etc and so many excellent tools are now available working on your car is much more of a pleasure than it ever was. Electronic ignition, radial tyres and a strengthened anti roll bar have made quite a difference. Always something to do though, read on.

Overheating was a problem last summer though. Yeah I know it rained all the time. We got stuck on a hill in Lincolnshire-it does have some. I say "we". Lindsey, George the dog and Tara the cat. Push for England (again)! I've recently decided to sort out this irksome behaviour once and for all, or at least asked Bryan to! I knew the radiator was dodgy as it drinks irresponsibly. A re-cored rad' from Boston Radiators has stopped all this hassle and worry. I suppose if you think about it you wouldn't put up with a forty eight year old central heating system that hadn't been replaced or repaired. Oh you would! A car radiator isn't any different. I'm afraid my P4's smoking habit worsened (it steadies its nerves you know) so it was off with the head for new valve guides. Completely worn out but Bryan managed to finish the job! We're down to one nicotine patch a week now.

Continuous improvement is, I suppose, my classic car maxim. I must make a start on tidying up the interior but I really don't want an "as new" inside. Tixie and I are forty nine this year and although patina is often an over used word there is a lot to be said for it. Mind you her patina is better than mine. On the other side of the coin a bit of smartening up will certainly not go a miss, yes and the car as well.

We'll continue to glide round the A and B roads together graciously accepting all those compliments at petrol stations and pub car parks whilst we both glow with inner pride. So if you are thinking of buying a P4 don't hesitate. Undervalued and underrated. Be different. Be distinctive and enjoy dipping into the golden days of motorin' once in a while. You can become the tweed clad 1950's bank manger you've always dreamed of being. It's a real feel good experience bowling along in a Rover P4, believe you me.

MG TD (1949 to 1953)

Alan Bentham



Introduction

The TD was the fourth car in the T series of MG T types produced from 1936 to 1954. The first of the T series was introduced in June 1936 as the MG TA. In 1936 MG was taken over by the Nuffield (Morris) Organisation. With Britain recovering from the depression years and car manufacturers struggling to survive. Lord Nuffield swept away the MG racing department and laid down the criteria for a new small sports car. The car had to use components in use in the mainstream manufacture of saloon cars. Gone were the complex highly tuned overhead cam racing machines that MG had produced in small numbers.

Designed and brought to market by Cecil Kimber and the talented MG engineers the resulting car was a great success, using a 1292cc overhead valve engine from a Wolesley saloon developing 50 hp with twin SUs coupled to a four speed gearbox (synchro on 3rd and 4th after the first few cars produced), a cork in oil clutch, semi elliptic springs all round, Luvax shock absorbers, Bishop cam steering and all round hydraulic drum brakes. The car was at once cheaper to produce, easier to drive and less costly to

maintain than previous small MGs. The TA remained in production until April 1939, it was a great success with over 3000 built.

The TA was superseded by the TB, the big news was a change of engine to the newly introduced Morris Ten engine the XPAG unit, now 1250cc with larger twin carburettors developing 54.4 bhp, not a great increase in power but an engine that was eminently tuneable and great news for those who wanted to go racing with their MG. A new gearbox with synchro on 2nd, 3rd and 4th and a dry plate clutch completed the package. The lifespan of the TB was however cut short by the onset of WW2, production stopped in September 1939 after just 379 cars had been produced.

With hostilities over in 1945, the TB was put back in to production with little change other than a wider cockpit, updates to electrical systems and greater use of rubber bushes for the suspension, it was given the designation TC and was the third generation of T Types. The car was now aimed squarely at the American market hence the wider cockpit. Returning GIs bought them in droves, a second car for the week and a “toy” to go racing at weekends. With the export or bust drive in full swing the vast majority of production was exported, very few were released to the home market. The TC was produced until December 1949, by then 10,002 had been manufactured.

Replacing the TC was the TD, it was in effect MGs first post war small sportscar, changes were significant based on post war advances in suspension, steering and brake technology. By far the best T Type to date and destined to be the most numerous.

TD - Specification

It was a coming of age with far reaching changes to specification, it retained the same engine and gearbox from the TC and the overall body style first introduced in 1936 but little else.

Starting with the chassis, it was now box section based on the Y type saloon, the rear box section now swept over the back axle giving greater ground clearance and allowing more suspension movement. Suspension was now by independent coil springs at the front and softer semi elliptics at the rear. Steering was by rack and pinion and brakes were uprated with

twin leading shoe drums at the front. Inside the cockpit it was again wider at 45 inches “hip” room, a fly off handbrake was positioned between individual front seats and the speedometer and rev counter were now directly in front of the driver. The other big news was the availability of left hand drive for the export market.



LHD TD Cockpit

Externally the car now had chrome bumpers, but more significantly it was no longer available with wire wheels. The 19 inch trademark spindly wheels were gone, replaced by 15 inch steel wheels, initially plain but soon with a drilled profile.

The net effect was a car brought up to 1950s standards, the ride was no longer bone shaking over bad surfaces and directional stability was transformed, all the virtues of the older cars but now in a package that had wider appeal. The Americans continued to love them, sales increased but availability on the home market did not improve, the high demand from all export markets for the MG meant over 90% of production went to export with few cars sold in Britain making original UK right hand drive cars much sought after today and sold at premium prices.

After the production of 8,907 cars the only major change to specification during the TD life occurred with the introduction of the TD11.

TD2 - TDC

All the specification changes from the TC inevitably added weight, with no uprate to the engine there was a small change to overall gearing to ensure acceleration times were not unduly affected. The TD Mk11 (known as the TDC in America) was introduced with an uprated engine, still 1250cc but now with twin 1.5 inch SUs and larger valves, power output was now 57 bhp with a useful increase in torque throughout the rev range. This allowed a return to higher overall gearing and improved cruising ability.

The other big news was the availability of wire wheels as an optional extra. A further 20,758 cars were produced in Mk2 spec up to September 1953, making up a total of 29,664 TDs by far the most numerous of all the T Types.

The TD should have been the last of the line but due to priority being given to the Austin Healey a stop gap model was introduced, the TF. Same mechanicals initially as the TD with a lower more streamlined body and flared in headlights. For the last few months of production the car received a 1500cc version of the XPAG engine. Undoubtedly the prettiest of the T types and now the most sought after, it was only produced for one year with 9,600 cars produced. In May 1955 the TF was finally replaced by the all new MGA.

Fast Forward

Fast forward to 2025, as always all the T Types have a loyal following the TD being no exception thus keeping prices at a high level. The advantage of the TD is its driveability linked to availability and therefore price. Although few cars were directly released onto the home market their desirability has meant that numerous cars have been re patriated from the USA, the majority of which were converted back to Right Hand Drive, this means that at any one time there are a wide range of vehicles for sale from restoration project to nut and bolt restorations.

Further good news is that prices have stabilized, for a LHD running car needing work around £8000 is the price currently being realised at auction. Continuing the auction theme useable cars are around the £12,000 mark and good ones £16,000. From a dealer look at over £20,000. There are bargains out there but buyer beware, take someone along who knows these cars, remember they are ash framed and could have hidden problems.

From a personal perspective I have always admired these cars but have considered them out of reach financially, with price stabilization and less people remembering them when current I may be in with a chance. How about a good useable RHD from auction at around £11,000? I have bought a flat cap and I'm growing a handle bar moustache, what could possibly go wrong?

Project Jaguar SS1

Trevor Marris



Introduction

Having built a replica SS100 around a Ford Granada Mk2, I started work on another interesting project, a replica SS1.

The Build

Work started in January of 1996 with the purchase of a XJ6 3.4 litre saloon for a donor car. After unbolting the floor and rear subframe etc. from the body we removed it but initially retained it for measurement purposes.

I decided to make the SS1 structurally very stiff so purchased a large amount of 2"x 2" box steel lengths to make up the chassis. It took me the rest of that year to build up the various sections starting with a subframe to carry the engine and suspension, then the rear axle, centre section, etc. and finally joining them all together to form a very strong basis for the car.

I then had to devise and build a framework to support the body on the chassis, this time using 1"x 2" box steel sections. It was conceived that the car would not be an exact replica "size for size" copy of a SS1 as I wanted to use an MGB windscreen and had decided on a Jaguar 420 dashboard arrangement, which to some extent dictated the width. Much had to be individually fabricated including the wing stays and I took great care over such items as shock absorber mountings etc. Everything fitted together remarkably well including steering location, exhaust bracketing, brake pedal box etc.

Another year had passed by before I got to the stage when I had to dismantle everything I had done in order to get the chassis painted ready for final assembly. It was then time to think about the inner bodywork, which I decided would be crafted in aluminium. This was achieved by using two 8ft by 4ft sheets of aluminium, a few hundred rivets and a great deal of patience. The main bodywork was made in steel.

The front wings came from a 1930s Daimler as they had about the right shape and size (or rather they did after my jigsaw and welder had got to work on them). I know to some I may have cheated here but what the heck. The rear wings came from a Jaguar, this time a Mk 1V post war saloon, again cut to shape.

Then it was time to consider the rest of the body, I started with what must have been the most difficult part – the bulkhead. None of the work was easy but it was enjoyable. Having done the bulkhead, rear bodywork and sides I got to work on the four piece bonnet to incorporate an SS1 radiator grill. This last item took me about three weekends of solid work to complete.

Without a great deal of planning the running boards looked like an interesting aspect to attack next. After a bit of shaping bending and fitting I achieved a good fit. One of the best things about a car like this is that once you have sorted out and devised what you are doing on one side, you can repeat it on the other. I ought to say that one of the most useful tools I

purchased for the work was a Stretcher / Shrinker from Frost. This helped no end to get steel into shape.

For the doors I decided they would benefit from traditional construction with wind up windows and here again out came the stretcher / shrinker to good effect. For the hood frame this was built up partly from an MGB. The headlights were P100s, wiring loom from the Jaguar and the bumpers via a Mk 1V Jaguar.

The problem with all this work is that once you have made everything fit, you have to strip it all down again so that the bodywork can be painted. I devised a special trolley onto which I could support the body and move it around ready for painting, although the actual spraying was done outside by a professional. I chose Jaguar's current Carnival Red for the exterior colour scheme.

Upon its return it was time to re-assemble everything and think about the trim. The seats came from a Series 2 XJ, the hood was made up with help from the wife and the carpets were fitted with woven Wilton (well I am a carpet fitter by trade). The interior door panels were made up by a superb local upholsterer.

MoT, SVA and a Pile of Points

With all of the work done it was time to consider getting the car tested for the road. I had already been given a VIN number by the DVLA and the car sailed through the MoT. The crunch however concerned the forthcoming DVLA Inspector, who is very thorough on such vehicles. The problem I was concerned with was that when I started to build the car there was no SVA test so I had to build it using the points system. So the end result was down to a single inspection. Was four years of work going to go out of the window?!

Thankfully he liked the car and agreed that I had acquired enough points to keep the original cars registration number. So, mopping my brow and thanking my lucky stars I went home to check out how the car drove. The car drove very well minus a few little problems like the carburettors and there were still odd things to sort out, but that is part of the joy of building a car yourself from scratch. Hopefully I look forward to enjoying many

club events this year including the Harewood National Northern Rally in July.

I can offer two pieces of advice to anyone contemplating a similar job using a Jaguar as a base. Firstly buy a car already on the road and MoT'd. That way it can be used for months before breaking it and you have a known quantity. Secondly if you do decide to start from scratch, always keep a good sense of humour because I promise you, you will need one.

Beyond 2000

The build started in January with the car on the road in Spring 2000, with 25 years in use the inevitable improvements have been ongoing. The new hood frame has been made and a wool lining added, new doors have been constructed from ash covered in ally with better than original door cards. The 420 dash has been replaced with a dash from a 1960's S Type, a big improvement more in keeping with the car. To complement the dash a new wooden steering wheel completes the transformation. Mechanically softer front springs have been installed to give a more comfortable ride. The car has been MoT'd every year and is still a joy to drive.



Front & Rear Sub-frames from Doner XJ6



Substantial 2x2 box section chassis

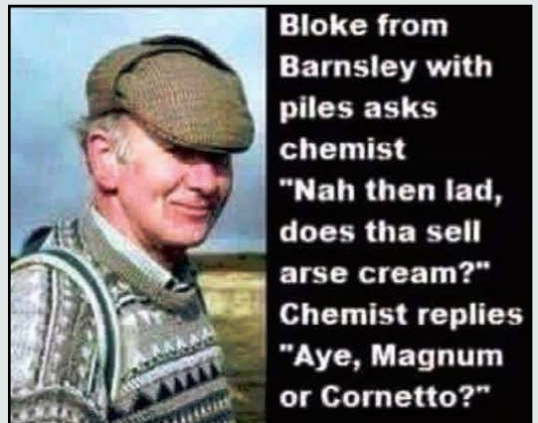
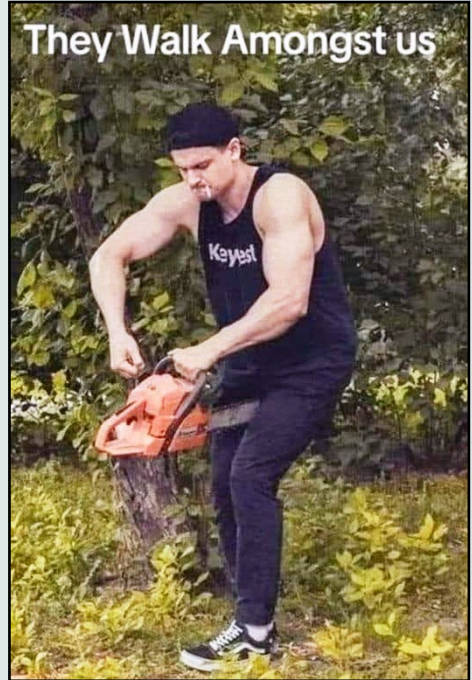
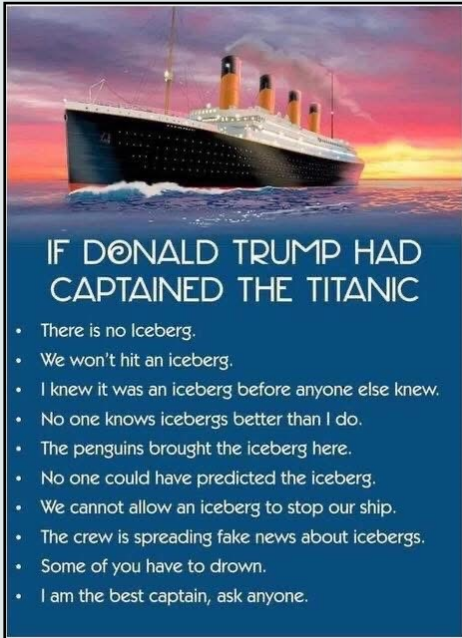


Painted chassis and aluminium inner bodywork in place



Fully painted and final assembly under way

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