

The sensuous upward sweep of the front wings on the TF.1700 narrows the bonnet to culminate in that raked radiator shell. A machine of beauty to us but of course to some of a previous generation, it was something rather less.

'A TD. that has been kicked in the face', Mrs Casey's dead cat slightly warmed over' are two of the more memorable criticisms aimed at the original M.G. TF and made back in the 1950's. So much for history. The original TF had the famous XPAG AND XPEG engines. Our TF. has the 'O SERIES' engine. Both are four cylinder, eight overhead valve engines but after that they have little in common

The 'O SERIES' engine has more power, leaks less oil and is in almost every way a more sturdy unit. It has a five bearing crankshaft, the XPAG-XPEG had but three. Our engine is almost the last flowering of a design philosophy which began in the 1920's. In practise this engine was used in fleet hire cars and gave good service and reliability performance often exceeding 100,000 miles without major problems.

However the unit does need to be looked after and as with so many modern engines, neglect can lead to failure and high repair costs. Many of our TF 1700's have completed very low mileages although the engines were probably built more than ten years ago. Servicing for many of us, is therefore on a time interval basis and not mileage.

The original MG. engine had a gear driven camshaft but the 'O SERIES' is driven by a rubber belt. This belt should be replaced every 48,000 miles or EVERY FOUR YEARS. If you have any doubts as to when your engine last had this item replaced, I suggest you play safe and do it now!

If you need help with spares for this job, telephone Carl on 0274 585161 who has some kits of parts in stock.

### **PARTS REGISTER**

Please note that David Slinger has taken on the job of compiling and maintaining this register.

Although hardly up and running yet, for there is much work to be done in this area, a good start has already been made.

David worked on these cars both with NAYLOR P.L.C and HUTSON SPORTS CARS. He does therefore know these machines well, and although he has now gone on to higher things, he will be pleased to help with spares and how to find them.

Telephone David at home on 0274 585102.