

**TIPS FOR TF's** by Jim  
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**LUGGAGE**

The TF Luggage Rack is designed to carry a suitcase or whatever on the top of the grid. This of course totally obstructs the rearward view from the internal mirror unless the case in question is very shallow in depth. Some racks have been modified to incorporate a support rail just above the rear number plate to enable luggage to be carried behind the spare wheel and out of the rearward vision. This is an excellent solution, but I have found that the same results can be achieved by using a four-ended elasticised luggage strap (or 'twazi-banger' as Freda calls it!).

I place the hooks of two of the straps over the spokes of the spare wheel, one at each side about half way up. I then place the case on the spare wheel so that the top is just under the top of the rack, and stretch the elastic until the other two hooks can be fixed to the rack, one at each side. For the sake of piece of mind, I repeat the process with a second set of straps and find that the luggage is held securely, out of sight and is easily removed on reaching our destination

I have been using this method for twelve years without problems.

**BADGE BAR EXTENSIONS**

All our cars seem to vary in small details, but if your TF is like ours, and fitted with a badge bar and possibly spot or fog lights, you may find that the bar, which was designed for an M.G. TF fits very close to the front bumper. So close does ours fit that it is impossible to slide a spanner under it to adjust the spot-lights. The lights have to be bolted to the badge bar and the bar then fitted to the car, which involves removing the front bumper bolts, which also secure the front wings. A complicated and time consuming exercise. If the lights are misaligned the whole process has to be repeated.

I have solved this problem by making a couple of extension brackets from 1 x 3/16 in steel. I cut two

3 in pieces and drilled a hole in each end, one for the bumper bolt and the other for a nut and bolt which secures the badge bar. There is now ample room between the badge bar and the bumper for adjustments and, with the aid of electrical connectors, the badge bar and lights can be removed found that the same results can be achieved by using a from the car for cleaning or winter storage by simply removing a couple of nuts and bolts.

**SPEEDOMETER CABLES**

Most speedometer cable failures are caused by damage to the outer casing. If this happens water penetrates to the inside and rusting occurs and the whole thing seizes up.

The vulnerable area is where the cable runs out of the engine compartment (on the left hand side of the engine) and has to pass very close to the exhaust pipe. If it is too close, the casing will melt and cause trouble. Check to see that the cable runs as far away as possible from the exhaust, and if necessary consider some insulation.

Note, the fuel pipe is also vulnerable to heat at this point and the same advice applies.

**PARKING IN THE RAIN**

This one is almost too obvious, but if you leave the car outside overnight or when it is raining, always run your finger under the edge of the hood above the side screens to ensure that the top of the screens are tucked under the hood. This will ensure that the rain runs down the outside of the screens and onto the ground, rather than into the car!

**REGISTRARS NOTES.**

We give a warm welcome to the following new members and hope that they find their time with the Club enjoyable and useful.

**Mike & Lorraine Walker from Driffield, East Yorks have bought 09-01** The first car that was