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The Practical MGBGT

Merry ~ Spring

To all our customers, and happy MG motoring in 2002. This year could be a good one for the MG marque, with the new models selling well, and last year's Le Mans & Touring Cars successes to build on. And we were pleased to be again voted a 5star/spanner workshop by MGOC members - thank you to all of you who voted.



We have a new member of staff. Usually to be found in the front workshop, the new resident mousemechanic likes to keep an eye on

the place at weekends and occasionally surprise one of you.



Insurance - a Reminder



Two of our customers have recently been involved in insurance repairs to their MGs only to discover that they do not have agreed value policies. In one case the agreed value had only lapsed by a few days.

It is essential that you have an agreed value policy with a classic car as the book value could be much lower than you expect

The problem is that the agreed value often needs updating at renewal, but this isn't always made clear in the paperwork. Some policies need a new valuation every year and photos to back it up, others only need this every couple of years. You may need an independent valuation, which we can provide free of charge.

You need to check the small print and if you are not sure check with the company/ broker that the agreed value is still valid. If not then the policy remains in force but reverts to a normal status where the value depends on what the insurance company decides is reasonable, not something you want to depend on!

Looking after your MGB Clutch....

The design of the original MGB clutch means that all the time that the clutch pedal is pressed, the release bearing, the part which presses on the clutch to make it release, is wearing away.



This is because the so called bearing isn't really a bearing at all, but is made from a ring of carbon (see centre of photo above) in a metal housing. The carbon gradually wears down when the clutch is pressed until, if you are lucky, the metal part touches the clutch and makes a noise or judder which gives you a warning to get the clutch changed. If you are very unlucky, the play in the clutch fork may allow the metal housing to catch on the clutch, ripping out the centre with a bang, leaving you with no clutch at all!

Changing the clutch is a big job as the whole engine has to be removed, and to do this you have to remove the bonnet, radiator, hoses etc. so is well worth avoiding if you can. But if you do have to have it done it is an opportunity to get other things sorted out such as gearbox & engine oil leaks, overdrive wiring etc. We can also check the operation of the clutch linkage, replacing any worn parts to give the new clutch a longer life. A new clutch is shown below



Tip

So, the life of the clutch can be extended considerably by changing into neutral as soon as you stop, using the handbrake to hold the car on a hill, and generally slipping/riding the clutch as little as possible. The clutch should then give many tens of thousands of miles service.

Wax That Paint

Waxing your MGs paintwork isn't just something to be done for cosmetic effect. It really does extend the life of the paintwork, and bearing in mind a full respray can cost over £3000 this is well worth doing. Even only waxing the paintwork every couple of months gives a number of benefits, especially if the MG is parked outside for long periods:

1. The layer of wax helps to stop the paint oxidising, an effect which makes it weaker and gives a bloomed effect which eventually becomes dull & matt, causing more paint to be lost on the cloth when it is finally polished. This particularly applies to reds and some greens.
2. The wax helps water to run off the bodywork, giving it less time to soak into MGs weak spots like the wing top beadings. It can also help to fill small cracks in the paintwork which water would otherwise get into.
3. Recently waxed paint is easier to clean if anything detrimental gets on it, such as birds doing their worst, and there is less chance of damage

Car Sales

MG Midget 1973 black, built on new heritage bodyshell, tax exempt, imported from USA '93. black leather interior with red piping, rh drive, stainless exhaust, £2.6k recently spent on mechanical & bodywork with us.

£7300

MGB 1978 red, black interior, £5.5K spent with itemised receipts. LMG service history.

£5,500

MGB GT 1978 black, black leather seats with red piping, minilite alloy wheels, LMG service history

£3,700

Distributor problems

As we near the possible end of new distributor production (see last newsletter for reasons) the quality also seems to be falling, so many new ones, even performance distributors, need the bobweight springs replacing after only a few miles. If you have recently fitted one it would be worth checking that it is still operating ok.



SPECIAL Offers

We always have a selection of second hand panels e.g front wings from **£30** - please phone for current stock

New MGF Rh front wing retail £129.95 our price: **£90.47 inc vat**

As new MGF headlamp unit Rh retail £118.91, our price: **£70.50 inc vat**

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