

# NEWSLETTER

## ~Thank you ~

Thank you to everyone who sent in their MG Owners Club questionnaires before Christmas. Many people don't realise that our 'recommended' status depends upon these being sent in every year so your response is very important. This year we achieved our highest number of votes and score ever, so that we qualify for 5 Spanner & 5 Star status for workshops & parts respectively. Thank you for taking the time to let us & the Club know what you think. The full table of results can be found in the March *Enjoying MG* (thanks also to John Wilson for his kind mention in the same issue - the RV8 looks superb John).



## DOT

Its here at last! We're not trying to send ewe to sleep, but the LMG website has arrived. It can be found through the best MG dedicated site - [WWW.MGCARS.ORG/LMG](http://WWW.MGCARS.ORG/LMG)

We plan to keep up to date prices for the most common workshop work on the site, such as servicing, hoods & bodywork, as well as photos, articles taken from newsletters and any other info we think will be of interest. You never know, you may even spot your own car, or yourself! As usual your feedback would be appreciated. You can Email us at : [LMG@MGCARS.ORG.UK](mailto:LMG@MGCARS.ORG.UK)

## Hi-fi &



## where to put it

We are often asked where the best location is for speakers. We have found that even small speakers sound best when they are firmly fixed, i.e. to metal rather than a hardboard trim panel, and even better if they have a boxed in section behind to act as a bass chamber.



In a Midget there isn't much choice - shelf speakers or speakers cut into the back panel between cockpit & boot are really the only options. However with the MGB the best location is cut into the footwell side panels so that the back of the speaker is boxed in by the front wing & splashplate. There are the added advantages of not having them on show and not having to mutilate door trim panels, and even smaller speakers can sound good here - just ask Russell for a demo next time you're in. Cutting the holes can be tricky and you may have to remove the accelerator pedal to get to the driver's side panel, but it's well worth the effort - No more speaker grilles falling off when you shut the door, or speakers muffled by the folded hood when it's down. If you don't fancy doing the job yourself give us a ring for a quote.

We can also supply & fit a complete system. On early Bs the head unit can be hidden behind the original speaker grille in the console for added security - see example in our shop.

## In this Newsletter:

### Spotlight on...

ICE - where to fit it.

### Shockabsorbers

Beware of recon units.

### Car Sales

Selected MGs with LMG service history

### Spring offers

New & secondhand spares

### WWW.

We move into the 21st century

## Unleaded Update

Since our last newsletter, LRP has become widely available but at an extortionate price, in many cases more than the four star it replaced. This makes the use of an approved additive with premium (standard) unleaded fuel or an unleaded head conversion even more attractive.

Changing the head can also be an opportunity to improve engine smoothness and performance by gas flowing and matching compression ratio to your engine block. Compression is critical to performance and everyday driveability of the engine and yet surprisingly many engine reconditioners do not check this when an engine is rebuilt. It can change considerably depending on how much the engine block has been bored out and how far the head & block faces have been skimmed. If the compression is too high the engine can be prone to pinking and running on, an embarrassing characteristic which MGBs are by design particularly prone to. Speak to Russell if you would like more information on cylinder head options.

Another development since our last newsletter is the proliferation of additives. The advice is to check that they have Federation of Historic Vehicle Clubs approval and not to mix them. We can supply Castrol Valvemaster or Red Line Lead substitute.



**Tip** If your engine suffers from running on, which can damage bearings if it is allowed to carry on too long, this can be kept to a minimum by:

1. Tuning - retarding the ignition slightly, reducing the tickover if it's high, and richening the mixture if lean
2. Allowing the engine to tick over for 5-10 seconds before switching off.

3. Depressing the clutch just before you switch off - the drag from the clutch release bearing on MGBs will help to stop the engine. ***If all of these fail you need a new head!***

## Car Sales

**MGB GT** 1978, Tahiti blue, black leather seats, walnut dash, lowered suspension with GB alloys, freeflow manifold & 1 3/4" S.U. carbs, LMG service history 5 yrs, £6.5K spent over last 3 yrs. £5,800

**MGB GT V8** 1974, aconite with new autumn leaf trim, one previous owner, new sills, front wings & bonnet. very tidy engine bay, original engine. £8,500

**MGB GT** 1972 tax exempt, teal blue with black interior, LMG history for 4 yrs, last owner 5 yrs, just serviced. £3700

**TR7 convertible** 1981, metallic blue, last owner 16 years, LMG service history with recent clutch, gearbox & screen. An excellent example £4,200

**MGB GT** 1976 red, extensive LMG history & many improvements including new minilite alloys, sunroof, halogen headlamps, motalita wheel, club rear parcel shelf £4,900

**MGB** 1972 red, tax exempt, overdrive, £3K spent on new sills, box sections etc. needs cosmetic work to complete hence £4.500

## Spring Special

1 pair K&N filters with MGB logo endplate £65.00 (improved performance and reuseable - K&N for oe airbox still £29.96 each)

*Price includes Vat. Offers end 1/6/2000*

## Shock Quality

**A word of warning.** If you are buying leverarm dampers direct - make sure that you check them carefully before fitting, not only for leaks but also check the stiffness (!). We have found a high percentage of shocks to be far too harsh, leading to poor handling and a very bumpy ride. If you can't move the arm of the shock without resorting to a vice and a lever then reject it. Often the arm needs to be moved through its full range before fitting to bleed it and remove air locks. All of our shocks are tested before fitting or sale in our shop.

**An alternative to reconditioned lever arms** is to fit new ones which are more expensive, or fit telescopic rear shocks which give an improved ride and better road holding.

## Springcleaning - Secondhand spares clearout:

MGBGT rear C post pillar inside trims in grey/black, 1pair only £10

MGB hoods vinyl or D.Duck £30

Midget full tonneau without headrests £20

MGB/GT front chrome bumper £15

## Contacts

**F**or more information on LMG services contact Stuart or Russell at

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