

NEWSLETTER

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Finally a special reminder...
It's MGOC questionnaire time again - they were sent out with the October mag. We rely on your annual vote to keep our 5 spanner award so please keep it up, thank you. (At least the form's been simplified this year.)

Latest News.....

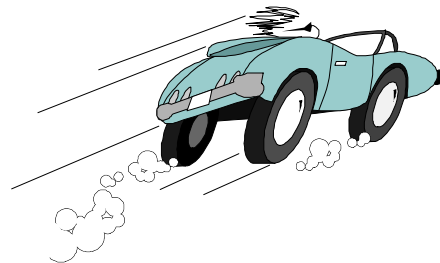
We've been very busy over the past few months (hence the lateness of this issue) and are taking bookings for January in the bodyshop, so anyone planning restoration work should get a date booked now.

You can now access our website directly through www.lmgkent.com or www.lmgkent.co.uk, and don't forget the [mgcars](http://www.mgcars.org) pages (www.mgcars.org) which are well worth a look for a mass of MG information.

As well as regular updates of cars for sale and information on servicing & improving your MG, you can also download this & past Newsletter issues directly from the site. If you would prefer to receive them this way (& save us the postage!) then please let us know.

We can now refurbish the later 'deckchair' type MGB seats by cleaning the original covers & fitting new foams etc. See special offers for rebuild prices offer.

SPRINTING YOUR MG



Sprinting and Hillclimbing are two of the easiest forms of motorsport which you can enter in your MG, and as well as being great fun provide a good opportunity to improve your car and check if those modifications really are working.

Both involve a timed run over varying courses, from twisty park

roads to a couple of laps of a proper circuit like Goodwood or Lydden Hill, or scattering the cones on a course marked out on an airfield. You are timed on your own, so how fast you go & the risks that you take are up to you. A typical event costs around £65 for which you get a couple of practice runs and two or three timed runs.



Customer Alan Pearson's BGT waits for the Green light at the Crystal Palace sprint with Stuart's Saab Sonett in the queue behind

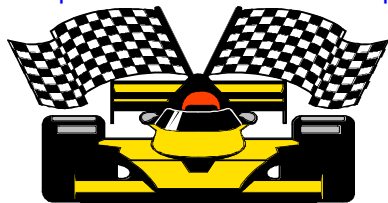
The cars are divided into classes depending on age & degree of modification (there are classes for completely standard cars.) To take part you need to:

1. Apply for a National non-race license from RAC motorsports - costs about £30.
2. Join a local motorsports club such as the Sevenoaks & District MC.
3. Obtain an approved crash helmet and fireproof overalls.
4. Add a few simple safety features to your MG as specified in the RAC Blue Book of rules and regulations which you get with your license. These include a second throttle return spring if not already fitted, a catch tank for any open breathers on the engine etc.

A number of items are advisory but not compulsory, such as a roll bar, battery cut-out switch, fire proof boots & gloves, & fire extinguisher. Most of these are well worth fitting in anycase. Finally you need to make up a timing beam splitter to fit to the front of the car - again the Blue Book gives you the dimensions etc.- and you're ready to go!

It is a good idea to attend a meeting as a spectator first to get an idea of what is involved and chat to other

competitors who are normally happy to answer questions and give advice, unlike some other fiercely competitive branches of motorsport.



The season normally runs from March to October, though there are some winter series.

Waxoyling Reminder

Now is the time to waxoyle your MG, whether it is going to be laid up through the winter or used.



Quarter rear wing cut away to reveal the hidden rear sill corrosion on an MGB

The damp can get at the sills and box sections, often causing damage which you can't easily see until it's too late. Waxoyle needs to be heated and/or thinned with white spirit to really soak into these areas. Our prices start at £85 incl for a top up treatment.

Did you know....

The MGB GT wasn't launched until three years after the 1962 launch of the MGB (hence the strength of the roadster chassis when compared to some other convertibles where the 'roofed' version came first and was later chopped), but Abingdon did have plans for a GT version as early as '62.

Their ideas were sent to Italian stylists Pininfarina who sharpened up

the design, adding the angled edge to the roof line and building the first prototype. The finished production version differed very little from this prototype, the only external difference being the addition of window frames to the rear quarterlight windows and internally the rear shelf, seat, and tailgate stays were modified by Abingdon.

Car Sales



MGB 1974 chrome bumper model in Blaze with black interior. Oselli 1850 stage II unleaded engine. Electronic ignition, new clutch. Minilite alloys, spax rear dampers, tonneau. Only 4500 miles since restoration in 1996. In excellent mechanical order. Only two owners in past 16 years, full mot history. MGOC valuation £8500. 6 months mechanical warranty, 12 months mot, fully serviced.

£6,750

MG Midget 1974 1275 round wheelarch finished in damask red with black interior, hood cover, minilite alloy wheels. Restored by ourselves in 1996. Exceptional example. Just 2 owners in past 12 years. 6 months mechanical warranty, 12 months mot. Fully serviced.

£6,500

MGB 1972 in Red, tax exempt, full sill replacement & structural rebuild by LMG 2 years ago (£3000 spent). Mechanically & structurally very sound & useable but requires new wings, gearbox overhaul & trim. Last owner 7 years, little used.

£4,000

SPECIAL Offers

*Seat rebuilding just £85 labour per seat plus parts - webbing free!



Before

After

*Rostyle wheels reconditioned - one set of four only £180 incl.



*Two 6 volt plastic battery boxes - keeps batteries clean & dry. Normal MGOC price £57, special price £35 incl.

*Spark plugs Champion N9YC normal price £1.69 - special price just £1 each plus vat

Offers end 1/1/2001

*Second hand....

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

MGB hood packaway vinyl £55

Midget tonneau no headrests £20

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