

# MGB

Janine Pratt [janine.Pratt@btinternet.com](mailto:janine.Pratt@btinternet.com) [www.mgb-register.org](http://www.mgb-register.org)

For those of you who have not yet seen details, the MGB Register Focus Day is taking place at the Motor Sports Training Centre at Bicester on Saturday November 17. For those of you who are regulars, you will see that we have a new venue and I have it on good authority that the facilities at the college are perfect. This year the day will be split into two sessions - in the workshop watch Danny Waters as he overhauls a propshaft and replaces all the outer seals on the rear drive train and in the lecture theatre Yvonne from PJM Motors will be renovating and recovering MGB seats. All of this with the usual opportunity to pose any technical questions to our experts.

There are 60 places available for this event, and they will be on a 'first come, first served' basis. Tickets are £12 per person and can be reserved by forwarding a cheque made payable to the 'MG Car Club Ltd - MGB Register' together with a stamped addressed envelope to me at 38 St Birstan Gardens, Andover, Hants SP10 4NY



Our picture this month is of Joern Rasmussen and his freshly restored and beautiful 1964 FIA Specification racing MGB. Joern started racing his MGB this year at Zolder in Belgium in the Virgin Radio Classic Rock "Equipe" GTS race series and competed this year for the very first time at MGCC Silverstone International in both the "Equipe" GTS races and the special All FIA MGB - Heritage 45 race.

Over the coming months I'm going to include some hopefully handy tips for the upkeep and maintenance of our cars and although these have been tried and tested I accept no responsibility whatsoever should they not work on your particular car!

Having just replaced the rear springs on our MGB, I took the opportunity of upgrading the rear shackle bushes from rubber to polyurethane to improve the handling. Any of you who have done this yourselves will know what a difficult job it is to reinsert the shackle pins through each of the new bushes, as the fit is extremely tight and one of the bushes will catch on the end of the pin where it meets the thread for the nut. No amount of grease or hammering will stop this happening and I found the best way to overcome the problem is to take your shackle pin and gently grind off the edges of the pins to create a tapered surface for the bushes to slide on to. Once I had done this everything went back together perfectly and I probably won't have to repeat the job for many years. Please don't write in and tell me I shouldn't have done this!

And just a final reminder, the MG Car Club Race Meeting for several different championships including lots of MGBs takes place on September 15 at Castle Combe Race Track in Wiltshire, which is well worth going to as you can get very close to the action as a spectator around the whole perimeter of the circuit.

