

As I mentioned previously, the organisation of this year's Maintenance Day in October is well underway. This year the format will be slightly different with the option to attend an all-day presentation called 'Self Service' or attend two presentations – one being on 'SU Carburettors' and the other on 'Distributors'. The 'Self Service' presentation covers servicing of the MGB and is aimed mainly at the novice home mechanic. Danny Waters, our 'Technical Guru', will be showing what to do, how to do it and giving tips on how to achieve the best results using equipment available in the home garage. We will also supply a suggested service chart and schedule to make things easier.

The other two presentations will be more detailed on the specific subjects and aimed at the more knowledgeable home mechanic. We still have to finalise the exact details of the presentations but both will be from experienced technicians. Entry forms are on the website.

Whilst on the subject of maintenance I had a problem recently with the quality of replacement parts. I had to replace both front sidelight/indicator back plates with non-original Lucas units. Both of the parts had problems with the bulb location, one was faulty because the central sprung contact did not hold the side light bulb in place. The second was faulty due to the pressing only holding one bulb location pip – the bulb just flopped about. After having the faulty pressing unit replaced and a bit of fettling I got both in a workable condition.

Even worse though was when I came to fit the units to the car the fixing studs did not line up with the holes in the wings so a file was called for to open out the holes in the wings. I found this particularly annoying but had no other option.

I suppose this is something we will have to get used to as less and less original parts are available. As I see it, it costs no more to get a jig or press tool 100% correct than almost correct! Suppliers please take note.

Hopefully you will have seen in last month's *Safety Fast!* the advert for this year's Register Lecture which is 'The Vulcan Story' and is being given by members of the Vulcan to the Sky Trust who maintain and fly the last airworthy example. Having visited the Trust with the Register earlier this year just before the Vulcan was moved from RAF Lyneham I can assure you of a very interesting evening. As last year, the Register will make a substantial contribution to the Trust's funds.

Are you interested in visiting Prodrive for a tour of their factory? If you are, contact John Watson who has organised a trip around their Banbury factory in October. Prodrive are world famous for the design and preparation of competition cars and are currently preparing the new Mini World Championship Rally car so there should be plenty to see. John's contact details can be seen on the Register website.