

SMOKE & OIL

DECEMBER 2010

The Official Mardi Gras MG's of Fairhope Alabama
A chapter of the North American MGB Register
An affiliated chapter of THE MG OWNERS CLUB
(UK)



YOUR CHAIRMAN SPEAKS



Club Wheels

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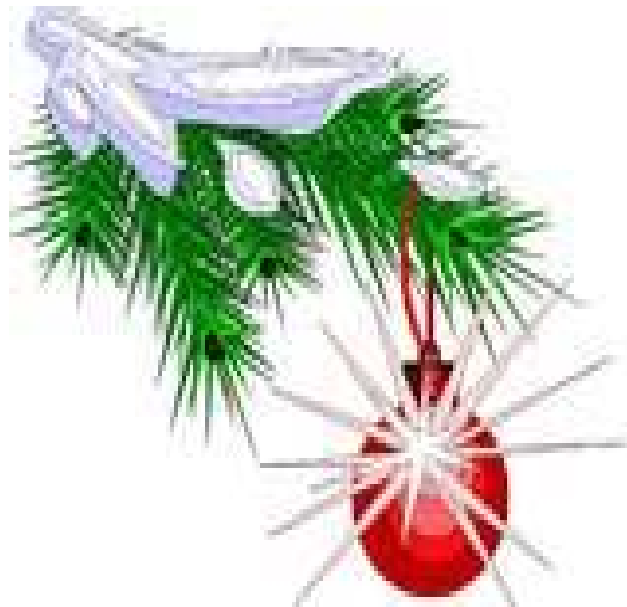
WHO WE ARE

We are a membership organization composed of MG and other British Automobiles in Fairhope and the Eastern shore area who have joined together to preserve and enjoy our cars. Since it's the cars that brought us together, our events stem around British cars. We have monthly activities of different types. Including Rallies, tours, Car Shows, Social Functions, Tech Sessions and Valet Parking Lessons. *We welcome anyone who has an interest in British Cars. You do not have to own one to become a member. Our meetings are held on the first Wednesday of the month at The Lake forest Yacht club.*

Kilroy was here

EDITOR NOTES

send letters to the editor to: jgosnel2@yahoo.com
web site address: www.mgmgbcc.org



THE MORGAN

The Morgan Motor Company located in Britain doesn't change in a changing world. Not only is it still independent, but it also makes each car by hand.

A base model is about \$44,000, with some cars costing up to \$300,00.

People wait for over a year to get their exclusive hand-built cars with the shell made out of metal and much of the vehicle made out of wood.

Working on the wood interior, workers use metal shears to individually shape a hood because each car has to be different.

Every year Morgan produces about 600 cars. The company will celebrate its 100th anniversary in 2011. It has a long and interesting history, and is still run by the same family: The Morgans.

Founded by Henry Frederick Stanley Morgan known as "HFS", it was then run by his son Peter, and is now run by Charles, the son of Peter Morgan.



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MORGAN CONTINUED



***There are craftsmen.....and there are
Craftsmen !!***

BRITISH HUMOR



All of the other reindeer *used* to laugh and call him names.

OUR SPONSORS

D&D Automotive, 506 Fairhope Av.-(251) 990-5613

Fairhope Tires, 19526 Greeno Rd, Fairhope-(251) 928-5613

Penton's Auto Trim & Truck Accessories 4810 North W. St. Pensacola Fl. -\850432-1825

Old Tyme Feed and Seed 19580 Greeno Rd, Fairhope -(251) 929-1156

Rogers's Small Engine Repair 111S. Section St. Fairhope-(251) 680-0027

Malone Insurance 104 Professional Pk. Fairhope -(251) 990-4000

Tony's Towing Inc. 8326 Nichols Ext. Fairhope-(251) 928-7334

PLEASE SUPPORT OUR SPONSORS!

DECEMBER SCHEDULE for 2010

Attention MGMG Members

Club schedule for December 2010

Please note:

1. No club meeting due to Christmas Party
2. Lillian Christmas parade replaced with Veterans Home Cruise and Party
3. Info to follow later for each club event

December;

4 Dec (Sat) – Foley Christmas Parade (starts 1000)

11 Dec (Sat) – Christmas Holiday Cruise and Party at Veterans Home in Bay Minette with Gear Jammers Car Club (0815 Loxley Rduv)

17 Dec (Fri) – MGMG Annual Christmas Party

Cheers,

Richard Bishop

Activities Officer

G_{OSNELL'S}

GEARS

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E_{NGLISH}

BRITISH CAR SERVICE

A_{UTOMOBILE}

**19475 COUNTY ROAD 55
SILVERHILL, ALABAMA**

R_{EPAIR}

S_{ERVICE}

I have been involved with English cars for many years. I prepared and successfully raced a Triumph TR-4 in SCCA competition. I have been active with British car clubs in Mobile (SABCC) Pensacola (Panhandle British Car club), and the Gulf Coast Region of SCCA, and the Mardi Gras MGs of Fairhope.

OFFERING:

- Tune ups**
- Repairs**
- Oil Changes**
- Lubrications**
- Evaluations**
- Brakes**
- Electrical**
- Fuel Injection Cleaning**



CLUB AFFILIATIONS

MARDI GRAS MGS

SABCC

PANHANDLE BRITISH CAR CLUB

SCCA



VETERANS PARADE FAIRHOPE 2010



BREAKING JAG NEWS



Jaguar has always been something of a troubled brand that despite itself, makes beautiful cars. Jaguar has not been able to stand on its own two feet ever since it was acquired by British Leyland, before being bought by Ford, and then sold off to Tata Motors, the current owners. Yet Jaguar may be experiencing a revival under its Indian overlords. Just take a look at this latest concept car.

Inexplicably called the C-X75 concept, this 21st-century supercar is an extended-range electric car backed by a gas turbine engine. Yes, gas turbine engine. I bet it sounds beautiful. This concept comes just ahead of the Paris Auto Show, and is being touted as a celebration of Jaguar's 75th anniversary (though technically, the company was founded in 1922 as the Swallow Sidecar Company). It is powered by four electric motors, one at each wheel, each making 195 horsepower delivering a grand total of 780 horsepower. That is a lot of horsepower, but as we know, electric cars still have limited range due to their batteries. That's where the gas turbine range-extender comes in.

The two mid-mounted mini-gas turbines, each making 94 horsepower, can operate independently of each other and help propel the C-X75 up to 500 miles. The body is made from lightweight aluminum, and the turbines, combined with the electric motors, produce a whopping 1,187 ft-lbs of torque. All that power is good for an estimated top speed of 205 mph. While that's still 50 mph short of the Bugatti Veyron, it's still fast enough for 99% of the population. If it ever does get made though, only 1% of the population will likely be able to afford it.

Should they make it? And do gas turbines have a future with alternative-fuel vehicles?

Source: Jalopnik



TECH TIPS

The manual choke, fitted in the upper right hand corner of the MGB dashboard, controls two distinct functions of the S.U. carburetors. First, one can feel the accelerator pedal being pulled away from the foot as the choke is pulled out. The first third of the travel of the choke cable works the fast idle only. The second two-thirds controls the mixture enrichment, as well as the fast idle.

The second function is the mixture enrichment. The colder the engine and surrounding air, the greater the need for more gasoline to be mixed with the air at the carburetor. As the engine warms, the need for a richer mixture lessens.

When starting the MG, always pull the choke completely out (unless the engine is still very warm from recent running). Once the engine has started, the driver must release the choke in small increments as the engine warms. The trick is to release the choke at the proper rate. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will "load up" and run roughly, especially while idling. By the time the temperature gauge is halfway between cold and normal, the choke can usually be released completely. If the choke is left out too long, the extra gasoline can mix with the engine oil by "washing down" the cylinder walls. If your choke does not seem to be operating correctly, consult your workshop manual for adjustments.

Sorting out electrical problems requires a step-by-step, methodical approach. It is necessary to identify the problem, examine the wiring diagram, then trace the circuit, connection to connection (usually from the hot side), until the problem is found. A quarter of all electrical problems arise from faulty battery connections; another quarter from a dirty fuse box.

As a rule: Wires do not fail. The bullet connectors may corrode at the ends of the wires (rarely), or the connections may be loose (common!), but the wires are usually OK.

Another rule: Wires begin and end outside the loom. There is no reason to cut through the PVC tape.

It may be easier to visualize the wiring as plumbing: Wires as pipes; switches as valves; the battery as pressure; and all "juice" must return to the battery.

Light bulbs work or not. A dimly glowing bulb indicates a faulty earth (ground).

Carb. cleaner removes paint or undercoating from wires to expose the true color code. If the trunk earth (ground) connection is loose or unattached (license holder bolts), the fuel pump, side markers, courtesy light, reverse lights, license lights, or tail-lights malfunction. If the hazard switch is not snapped off with vigor, the turn signals may not operate.

Tools: A 12-volt test light and wiring diagram are necessities before beginning.

Warning: Approaching an electrical malfunction without a test light, or helter skelter, is a certain route to madness