
SMOKE & OIL

The Official Mardi Gras MGs of Fairhope, Alabama
A chapter of the North American MGB Register.
An affiliated chapter of *THE MG OWNERS CLUB (U.K.)*

June 2009 ISSUE



Greetings from your Atmore Connection...

Jeff, Tony and I enjoyed a great weekend at Road Atlanta. I had the chance to talk with an MGB owner from Tennessee, who has a car that he uses both on the road and on the track. He reported that he had only been beaten once by a similar dual purpose MGB. The most interesting part of our discussion concerned his recent installation of a new rack and pinion (which I was looking forward to at the time). Roger pitched in, once again, and the installation on my car was a success. At least until we drove it. Final analysis showed lateral movement of the rack to be 2 ½ inches per side shorter than the original. You all know what that does to your turning radius. A call to Moss Motors has not produced results, as yet. Sales department referred me to the technical department and I have not yet heard from them. I did take two parts with me to Road Atlanta which were unsatisfactory for use on the MGB. Unfortunately Moss was not there this year. The appearance of the '75 Green Machine at a club event remains in limbo.

If you have not recently checked our website, please do so. It looks great. Thanks Roger and all of those who pitched in to help. Dick continues to prove his dedication to the club by keeping all of us up to date with the cancellations which were necessary in May and June. Good work Dick!

Hope to see everyone on Wednesday, the 3rd, as well as June 6 at Battleship Park.

Herb

WHO WE ARE

We are a membership organization composed of MG and other British Automobile enthusiasts in the Fairhope and Eastern Shore area who have joined together to preserve and enjoy our motorcars. Since it is the cars that brought us together, our events although are varied, stem around British cars. We have monthly activities of different types including Rallies, Tours, Car Shows, Social Functions, Gymkhanas, Tech Sessions. and lessons on Valet Parking We are affiliated with the North American MGB Register. 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 at the Lake Forest Yacht Club on the first Wednesday of the month at 630 PM .

Club Wheels

CHAIRMAN:

Herb Hackman

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Dick Bishop

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NEWSLETTER EDITOR:

Jon Gosnell

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Please send any letters , photo-graphs or items for the newsletter to:

FROM THE EDITOR

jgosnel2@yahoo.com

I extend my thanks to Dick Bishop, Roger Reetz, and Bill Mosley for their great photographs and articles from past events. Please keep sending! I welcome any and all impute from the members, articles, photos, items for sale and announcements. If there is something in particular that you would like to see in the newsletter, please let me know.

There are 3 gentlemen in a meeting: Mr. Yellow, Mr. Green and Mr. Brown. They are wearing yellow, green and brown ties. Mr. Yellow says: "Did you notice that the color of our ties are different from our names?" The person who is wearing the green tie says, "Yes, you are right!"

Do you know who is wearing what color of tie?



TECH TIPS

Rules for quiet brakes on a street car - these do not apply to race cars:

1. Before you start, look at the old pads. Were all 4 worn about evenly? If not, repair/replace/rebuild your calipers. A sticking piston does nothing for stopping power, even if you have the best sintered metallic racing lining material and cross-drilled/grooved rotors on the market. All 4 pads HAVE to press against the rotors with pretty much equal pressure.
2. Make sure the REAR brakes are in good order - no grease or brake fluid leaking, and wheel cylinders functioning, good linings and adjusted properly.
3. Inspect fluid (should be clear - if cloudy gray/black - change it). Inspect brake lines - both metal and flexible. If you can't remember when you changed the flex lines, it's time to replace them.
4. (Most important to eliminate squeal) Use the softest STOCK pad you can find -not ones made for racing, not ones guaranteed for 5 million miles. Soft ones will stop you just fine in street driving if all components are functioning as they should. These pads will wear out in about 6-10,000 miles, depending mostly on your traffic conditions and driving habits. Replace them before the lining is gone and your rotors will last a long, long time. The harder the pad, the shorter the rotor life. Order the standard product from an MG specialist - don't get from the neighborhood Toyota/Chevy parts house and stay away from the racing pads unless you're building a race car to not be driven on the street.
5. Bevel the leading and trailing edges of the lining on those pads to about 45° with a grinder/sander/rasp, whatever you have. Use the silicone goo on the backs as directed.
6. Install the 4 bolts holding the rotors to the hub in criss-cross fashion, tightening evenly in 3-4 steps to proper torque.
7. As an extra measure, I had some very thin copper sheeting that I cut into the same size/shape as the pad backing plate. I used those against the caliper piston so there is the copper, then the silicone, then the backing plate of the pad.

My brakes are totally silent. I replace the pads about every 6000 miles or so.

NEVER intentionally "ride" the bakes to overheat them. Heat is your enemy - it will glaze linings, it will warp rotors and even drums. A little to dry things off if you go thru a deep puddle, but just a little.

OIL FILTER CONVERSATION CHART FOR MGBs

Filters for hanging spin on adapter:

AC	PF-56
Bosch	72-143
CarQuest	85516
Fram	PH-3600 (PH-3614)
Full	PH-400
K&N	HP-2009
Kralinator	L38
Lee	LF-42
Mann	W719/36
Moss	235-950
Motorcraft	FL-276
Motorcraft	FL400A
NAPA Gold	1516
Purolator	L20064
Purolator	L20195
Sears	45197
STP	SO-400
Unipart	GFE443
Wix	51516

Filters which for inverted spin on adapter:

AC PF13 AC PF-20
Amsoil SDF-42
Amsoil SDF-96
Baldwin B163
Bosch 3402
Cooper Z27A
Crossland 306
Deutsch (Autozone)
D406 Ford
D4ZZ-6731A
Fram PH16 or PH43
K&N HP-2004
Mann W917
Mobil 1 M1-204
Moss 235-960
Motorcraft FL-300
NAPA Gold 1068
Purolator L20081
Purolator PureONE PL14670
STP S-0228
Unipart GFE 121 or GFE 114
Wix 51362

Can you identify this beautiful car?



1931 "D" type MG

DID YOU KNOW.....

In the early 1930s the Phillips head screw was invented by Henry Phillips

The sight of a bald eagle has thrilled campers for generations, the sight of a bald man, however does absolutely nothing for the eagle.

The term "the whole nine yards" came from WW II fighter pilots in the South Pacific. When arming their airplanes on the ground the .50 caliber machine gun belts measured exactly 27 feet before being loaded into the fuselage. If the pilots fired all of their ammo at a target, it got "the whole 9 yards."

Letting the cat out of the bag is a lot easier than putting it back in.

In 1939, Buick was the first American car to have turn signals as standard equipment.

Living on Earth is expensive, but...it does include a free trip around the sun

Electric cars were introduced in 1896 and by the end of the century almost 50% of motor cars worldwide were electric

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PENSACOLA SHOW 2009

Panhandle Cruisers National Car Show

At 7:30 am Dick Bishop, Moody and Betty Steadham and Wanda and I met on Hwy 32 and headed off to Pensacola for the Panhandle Cruisers National Car Show. We joined up with Tom Schmitz and several members of the Panhandle British Car Club. Tom lead the way into Pensacola where we joined with other PBCC members and proceeded to the show. Several blocks of South Palafox Street had been closed off for the show. After setting up our awnings and placing the flags, all settled in for what was a very enjoyable day. Better then one hundred cars showed up. A very good selection of classics were there for the viewing. The weather was excellent and it was very pleasant strolling up and down the street looking at cars and talking to other exhibitors. At noon Dick Bishop, Al Pearson (an old friend), Betty Steadham, Wanda and myself walked a block down the street to Hopjacks Pizza Kitchen and Taproom (<http://www.hopjacks.com/>). This was a very unique place with over 100 different beers in bottle or on tap. They brought us samples of different beers to try and they were all good. After making the difficult decision on which beer to have, we ordered a large pepperoni, bacon and filet mignon pizza. That's right - filet mignon. Nice size pieces. Good pizza, good friends and good beer. What more can one ask for. The day ended with Moody and I tying for third place in our class and Bill Moseley getting a first place for his car. The only thing that would have made it better would have been if more of the club had participated. Pictures of the event are on our web sight www.mgmgbcc.org .
Roger Reetz

Although there are no captions for these pictures, they speak for themselves.....
It was a great event at the PANHANDLES CRUISERS NATION CAR SHOW in Pensacola.



Schedule Change Alert:

I learned this morning that the organizers for the **Battleship Park Cruise-In**, scheduled for tomorrow, Saturday 23 May, has been **postponed to 6 June** due to the anticipated heavy rains for Saturday. So scratch tomorrow!

With the new Cruise-In date falling on our **GM&O Train Terminal date** and having talked to Cecil Pugh this morning, we are working on shifting our Terminal Tour to **27 June** (Sat). Therefore, the 6th of June will be a scheduled MGMG event and it will be the Cruise-In at Battleship Park, aka Salute to Veterans.

The scheduled 27 June Tech Session will rescheduled for sometime in July. Stay tuned!

Cheers,
Richard Bishop
Activities

