
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.)*

May 2009 ISSUE



Irish band performing at
the 2009 Silverhill picnic

Your Chairman Speaks

GREETINGS FROM YOUR ATMORE CONNECTION.....

I HAD HOPED TO HAVE MY GREEN MACHINE AT LOXLEY OR AT LEAST BY PENSACOLA BUT IT WAS NOT TO HAPPEN. I WAS REMINDED THAT IT IS A WORK IN PROGRESS. A NEW RACK AND PINION WAS ORDERED BUT HAS NOT YET BEEN INSTALLED. HOPE TO DEBUT AT OUR NEXT EVENT.

LOXLEY STRAWBERRY FESTIVAL HAD GOOD WEATHER AND GREAT TURN-OUT BUT WE NEEDED MORE BRITISH CAR PARTICIPATION. PENSACOLA SHOW WAS ALSO WELL ATTENDED WITH OVER 100 CARS AND GOOD WEATHER. I'M SURE YOU WILL HEAR MORE ABOUT THOSE EVENTS FURTHER ON IN THE NEWSLETTER. OUR ANNUAL CLUB PICNIC WAS LAST WEEKEND AT THE PARK IN SILVERHILL. THIS WAS A GREAT PLACE AND THANKS TO DENNIS HANSEN FOR RECOMMENDING THE IRISH MUSICAL GROUP. THEY WERE FUN TO BE WITH AND WE ALL ENJOYED THE ENTERTAINMENT. AND THEY SAID THEY LOOKED FORWARD TO NEXT TIME...THEY ENJOYED THE FOOD AND WE DID NOT RUN OUT OF "BEVERAGES." WE THINK THERE WAS OVER 30 MEMBERS, FRIENDS IN ATTENDANCE, PLUS A GOOD TURNOUT OF BRITISH CARS. FOR THOSE WHO COULD NOT BE WITH US, YOU MISSED A GOOD TIME!

HOPE TO SEE EVERYONE AT OUR REGULAR MEETING NEXT WEDNESDAY, MAY 6 AT LAKE FOREST YACHT CLUB.

HERB

P.S. JEFF, TONY AND I LEFT THURSDAY EVENING FOR ROAD ATLANTA AND EXPECT TO RETURN WITH GOOD STORY AND LOTS OF PICTURES.

Club Wheels

CHAIRMAN:

Herb Hackman

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Dick Bishop

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Don Malton

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.

Please send any letters or items for the newsletter to:

FROM THE EDITOR

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or:
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MEMBERS CAN PLACE ADS IN THIS NEWSLETTER ANY TIME AT VERY REASONABLE RATES!

TECH TIPS

The owner's manual says I'm supposed to adjust the valves every 25,000 miles. What will happen if I don't?

Nothing, for awhile. But eventually the valve lash on your engine will loosen up or close up. On valves where it loosens up, it will make noise and accelerate rocker arm and valve tip wear. On valves where the lash closes up, it will cause the valves to leak and burn.

Periodic valve lash adjustments are required because most of these engines have mechanical lifters or cam followers. These were used to cut costs (and boost performance, some might argue). Hydraulic lifters are more complicated and expensive, but run much quieter and eliminate the need for period valve lash adjustments. Hydraulic lifters or followers are now used on almost all engines. But if you're driving an engine that doesn't have them, you'll have to live with periodic valve lash adjustments or suffer the consequences.

Valve Adjustment

The valves are adjusted on pushrod engines by changing the height of the rocker arm or turning an adjustment screw on the end of the rocker arm. The clearance between the tip of the rocker arm and valve stem is adjusted to a specified clearance which is measured with a feeler gauge. The spec may require the lash to be set with the engine hot or cold. It makes a difference so always refer to a shop manual for the exact clearances and adjustment procedure.

It's also important to note that the specified valve lash for exhaust valves is often greater than that for intake valves. This is necessary because exhaust valves run hotter than intake valves and grow longer due to thermal expansion when the engine heats up.

Each valve must be adjusted with the piston at top dead center so both valves are closed and the lifters are resting on the lowest portion of the camshaft. The best approach is to start with cylinder number one, then proceed in the engine's firing order

2009 ANNUAL PICNIC IN SILVERHILL ALA.



Members listening to a GREAT Irish band at the Silverhill picnic



Triumph owners are very laid back



Irish band warming up



Have trailer.....will travel



Silverhill picnic,,2009



Silverhill picnic 2009

HELPFUL TIPS

Nothing lasts forever; any car eventually will start having problems. However, while some cars may provide you with few hundred thousands miles of trouble-free driving, others start having problems from the beginning. Why there is such a huge difference?

Sometimes cars start having problems after accidents. Sometimes it may be a factory defect or design flaw. Heavy conditions like, for example, driving only short trips without letting the engine to warm up fully also make the engine life shorter.

Corrosion is another factor - for example, park the car for a few months in place with high humidity and later it will probably have more problems than the vehicle driven all this time on daily basis.

Yet, lack of maintenance is one of the most often reason for a car to break down.

What's most important to keep your engine in a good shape?

Regular oil changes is most important factor to keep the engine running. If you do it more often than suggested by manufacturer's schedule, that's even better.

- Avoid overheating the engine
 - Changing spark plugs, air filter, timing belt and other items from maintenance schedule may save you from costly repairs.
 - Fix any small problem right away before it causes a serious damage.
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Fairhope Tires, 19526 Greeno Rd, Fairhope-928-5613

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Fairhope Auto Parts (NAPA) North Section St. Fairhope-

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MODEL YEAR AND MAKE



Can you identify this car?

1962 Triumph Italia