
SMOKE & OIL

November 2009 Issue

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.)*



YOUR CHAIRMAN SPEAKS...

No news from Atmore

Club Wheels

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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 .

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

jgosnel2@yahoo.com

VINTAGE RACING AT ROAD ATLANRA, 2009



Thank you Jeff Hackman foer the fgreat photps. Of two Lotus 11s (bottom left), a 1972, 1275 MG Midget MkIII Wollosley Hornet.(top left). And a MGTD (top right) thanks again to jeff for the photos!



MOODY STEADHAMS FUNERAL 2009



POLO AT THE POINT 2009



Polo at the Point was held at a new location this year. We had a small but dedicate turn out. The MGMGS had the best looking tent , and the only tent. The Polo match was dominated by the home team, We had MGs, a Jag, and a Mini. And I think we had a great selection of food and refreshments.

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TECH TIPS

Well, it's not really that hard to set up SU's, just different. Of course it always gets more interesting when you have more than one... There is a very good Haynes SU carb manual available, recommended reading. The basic syncing process also applies to Zenith-Stromberg's, but the adjustment mechanisms are different. Here is a laymans guide to adjusting SU's (long): step 1- Tune up the rest of the engine- REALLY! clean or replace, and set the points, set the timing, plugs, valve lash, and remove the air filters. (have new ones ready) All of these things can affect the setting of the carbs, which should be done LAST, (if at all). The carbs rarely need to be adjusted, once set. Also replace/install the gas filter. Of course, it helps if the carbs are in good mechanical condition as well. But you can consider a rebuild once you have gotten things working first! step 2- clean the carbs! use gum-out or similar stuff, clean all external linkages, shafts, and stuff. step 3- Remove the float bowl covers, clean the float bowls, remove old sediment, and check/adjust the float setting. (turn the cover upside down, and get a *1/8" in drill bit, set the drill bit accross the cover, the float tab should just touch the bit.) Make sure the needle is moving and seating properly. This is just like *most* floats. Replace the cover. * This is for HS4 SU's- (1/8-3/16") if you are dealing with 1", H's, HS2's HS6's, HIF's, etc.- check the spec for your carb. Note: You can check for matching float settings, after setting the mixture, by removing the pistons, and peering down at the jets. The fuel level should be about the same on both carbs, a little below the top surface of the jet. (After car has been run only) step 3b- Go get a pint of ale, or something close, and set it nearby. step 4- Remove the piston covers. CAREFULLY remove the piston, DO NOT BEND THE NEEDLE. Set the piston down on a clean wadded rag to prevent rolling. Clean the inside of the carb. Check operation of the throttle. Check the throttle shaft slop- this is the most common place for wear on an SU, and is often where air/vacumn leaks occur. The bushings and shafts can be replaced, but it requires some machining. A small amount of leakage can be tolerated, the car just won't idle as evenly. Clean the piston. Stare in awe at the odd carburator design, simple and effective, (constant velocity). Dump the old oil out of the damper if you haven't already spilled it. clean. Reassemble, check piston movement, raise it, then let go, it should fall freely. If not, check assembly again, make sure the piston isn't binding against the carb body, it should ride only on the damper shaft. Do not stretch the spring. When all is operating properly, fill the damper with Marvel Mystery Oil for light damping, or use motor oil for heavier damping. (I use MMO) If you get "flutter" on, acceleration, you might try the heavier oil. step 5- Start the car and warm it up, then turn off/disconnect/otherwise disable the choke mechenism. (Loosen the nuts on the clamps so that the choke stuff isn't doing anything) This will get set later. (Later Zenith-Strombergs have a thermostatic choke, not a cable.) step 6- Check coarse throttle adjustments- make sure the throttle cable pulls on both carbs equally, and returns completely when released. This is adjusted by loosening the set screws on the throttle shaft and matching the two sides. You can also adjust the cable length at this time, using the cable set screw/retainer at the end of the cable. You can check the float adjustments now by removing the piston & cover, and looking at the fuel level in the needle seats. Both carbs should be about even, a little below the top surface of the jet. If not, readjust one or both floats to match the level. step 7- Synchronize the throttles- if you have a uni-syn, here's your chance to use it, (or other air flow guage), if not use a tube and listen to the airflow. The Uni-Syn is much easier to use, and can result in better balance. Alternatly adjust the idle screw on each carb, attempt to set the idle as low as possible (~800-1000 RPM). Adjust until the airflow is *close* to the same at each carb. The engine may now be running rough, just keep the idle speed high enough to keep running. Give the throttle a quick snap to make sure everything is settled, then check sync again. Periodicly snap the throttle to make sure everything is seated. Large differences in where you can adjust the two carbs may indicate air/vacumn leaks, or other problems, such as a bad valve) Magic Time- Relax, and shake your voodoo rattle... step 8- Adjust the mixture- this is done with the spring-loaded hex fitting under the carb, where the fuel supply tube enters from the float. Turning the fitting raises and lowers the needle seat. Pick a carb, and turn the fitting 3 flats (1/2 turn), first in one direction, then back 3, then 3 in the other direction. Note where the engine runs better, idle speed should increase. Turn to the best setting. Repeat this procedured until you get the best operation you can, (highest idle speed), keeping track of flats turned will help you remember where you were. If you get lost, turn all of the way in, then back out 12 flats and start again. by 1/16"



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Periodicly snap the throttle to make sure everything is seated. Large differences in where you can adjust the two carbs may indicate air/vacumn leaks, or other problems, such as a bad valve) Magic Time- Relax, and shake your voodoo rattle... step 8- Adjust the mixture- this is done with the spring-loaded hex fitting under the carb, where the fuel supply tube enters from the float. Turning the fitting raises and lowers the needle seat. Pick a carb, and turn the fitting 3 flats (1/2 turn), first in one direction, then back 3, then 3 in the other direction. Note where the engine runs better, idle speed should increase. Turn to the best setting. Repeat this procedure until you get the best operation you can, (highest idle speed), keeping track of flats turned will help you remember where you were. If you get lost, turn all of the way in, then back out 12 flats and start again. Periodicaly snap the throttle and push up on the fitting to make sure everything is seated. Note: Type HIF carbs (With integrated float bowl) no longer have the hex nut to adjust the mixture. Instead, there is a screw to twiddle, on front of the front carb, and behind the rear. The screw is connected to the needle seat through a temperature compensated gizmo, which is said to make the carbs more stable. Adjustment can be done in much the same way, by counting turns/flats of your screwdriver. There is less adjustment range than with the the basic models. When you think you're close, stop, uncramp your fingers, breath deep, and do the same to the other carb. Then retune the first carb, and then the second again. This serves to match the mixture of the 2 carbs, and prepare you for the beer sitting over there in the sun. (why do you think the British drink warm beer?) step 9- repeat step 7, setting the idle speed as low as possible, and re-syncing the idles. Now go back and readjust the mixtures. After a couple of iterations, the engine should be running smoothly (controlled by mixture) and at a low idle. Repeat as necessary. Set the final idle to 800-1000 RPM, depending on the condition of the rest of the engine. This is a standard mixture test, performed AT IDLE: Under operation, (air filter off) lift the carb piston by 1/16" with the lifting pin or a screwdriver, which leans the mix a tad. If:

- RPM's rise and stay up, that carb is rich.
- RPM's rise briefly, then drop, mix is about right.
- RPM's fall, engine gets rougher- mix is lean.

OCTOBER AND NOVEMBER EVENTS

November events:

4 Nov (Wed) - Club meeting at LFYC (1800 Socialize 1830 Club meeting)

7 Nov (Sat) - 1000 Fairhope Veterans' Day Parade. Assemble at Civic Center at 0900.

14 Nov (Sat) - 1800 Toys for Tots Cruise-In at Dillard's at Malbis Mall. Bring a toy. (optional club event)

21 Nov (Sat) - 0800 Tech Session at Chris Myers Nissan in Malbis near I-10

1974 MG MIDGET, WELL KEPT, I DONT REALLY KNOW THE MILEAGE BECAUSE THE ENGINE WAS REBUILT 5 YEARS AGO,
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