



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

August 1, 2018

From El Presidente

Wow the next couple of months will be busy with MG & British car shows and other events, coming up on Saturday, August the 4th is the DVC's Pennypacker Mills Show in Schwenksville, Pa. This is followed by the MGOB Summer Party on Sunday, August 12th hosted once again by Duff & Barbara Fowler. Look for more information about this annual MGOB Members Only in this issue of the Octagram. Next up is LANCO's Taste of Britain Gathering & Polo Match on Sunday, August 19th. But wait, there's more, on the weekend of August 25th – 26th there is the 24th Annual British Car Festival in Altoona, Pa. This is perhaps the best deal ever when it comes to a weekend event, sponsored by Central Pa British Car Club you can get more info by e-mailing mgnut@atlanticbb.net Moving into September you have the British Car Club of Delaware's "Brits By the River" on Saturday, September 15th in Delaware City, De; this is one of my favorite shows to attend. You can get a registration form at www.bccdelaware.com On the same day, is Vintage Restoration's Open House and Car Show, this is held on the grounds of the shop located in Union Mills, Md. It is the MGOB price FREE!

Now my all-time number one favorite British car show is scheduled for Saturday, September 29th, the 39th Annual "MGs On the Rocks" will be at the same location it's been since 1979, Rocks State Park, 4-H Camp. The season will pretty wrap up with the MG Car Club Washington, DC Centre's Hunt Country Classic British car show set for Sunday, October 7 near Middleburg, Va. For a registration form go to www.mgcarclubdc.com So, as you can see there are lots of events within driving range for you and your MG. Make plans now.

Safety Fast!

TECH SESSION HELD

Randy Kegg graciously held a light in his garage. He diagnose some wiring, adjusted carbs, and a variety of things. Much thanks to Randy. The event was well attended and those attending appreciated the coffee and donuts. Here are some photos from the event held on July 28,



IMPORTANT MEDICAL ADVICE: TCNF newsletter.

I do not understand why prescription medicine is allowed to advertise on TV or why anyone would think of trying one of the medicines after listening to the laundry list of warnings of possible side effects. But this is definitely an exception!

Do you have feelings of inadequacy?

Do you suffer from shyness?

Do you sometimes wish you were more assertive? Do you sometimes feel stressed?

If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

Cabernet Sauvignon is the safe, natural way to feel better and more confident. It can help ease you out of your shyness and let you tell the world that you are ready and willing to do just about anything.

You will notice the benefits of Cabernet Sauvignon almost immediately, and, with a regimen of regular doses, you will overcome obstacles that prevent you from living the life you want. Shyness and awkwardness will be a thing of the past. You will discover talents you never knew you had...Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it but women who would not mind nursing or becoming pregnant are encouraged to try it.

Side effects may include: dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, delusions of grandeur, table dancing, headache, dehydration, dry mouth and a desire to sing Karaoke and play all-night Strip Poker, Truth Or Dare and Naked Twister.

Warnings: The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.

The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.

The consumption of Cabernet Sauvignon may cause you to think you can sing.

The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.

Please feel free to share this important medical information!

LiFE IS A CABERNET OLD CHUM!" thanks Norm

Yes, this is a rerun from a few years ago. Thanks to Ken for supplying it again.



Thomas Miller/The Aegis

Ken Olszewski of Fallston, right, and his stepson, Tony Grimmel, stand with their 1951 MG TD and 1974 MG B. The older car is a frequent participant in local parades with the Fallston High School band and was restored by Olszewski.

Once 'hunk of twisted metal,' '51 MG now restored beauty

By Karen Toussaint
Aegis staff

During the Fourth of July parades in Kingsville and Bel Air this year, a primrose yellow MG TD driven by Ken Olszewski led the Fallston High School marching band down the street, with the school mascot Gar

played Gar last year. Sons Ricky, 19, and Brian, 18, played in the school band before they graduated.

The MG, always an attention-getter, was bought by Sharon's late husband, Frederick, in 1969. He planned to drive it to his wedding, but it broke down. Since his death in 1991, the car belongs to Ricky, Brian and Tony.

"Their stepfather [Ken] has taken it

involved with restoring antique cars.

"It wasn't running," Sharon recalled. "It was a hunk of twisted, corroded metal. None of the brakes worked, and it had to be towed."

"Since then, Ken has fine-tooth combed it," she said. "He did all the work himself but the paint. A friend, Lance Smith, helped restore the car."

The chassis was completely rebuilt

Road Trip, more road to travel by RJ

It's deep summer now and the top down weather is here and will continue in the area till after Thanksgiving. So once again it's up to you to be the active agent in this road trip movement. And a movement is what it is; it turns out that the *Great American Road Trip* is not dead.

We thought all that *electrified/autonomous/uber-driven* stuff was killing the love of driving and with it, the road trip. It turns out its just more media driven myth. *Remember these guys never send a news crew to a house that isn't on fire and if no fire is present; they will set it.*





Don't eat too much because their going to feed you barbeque feast that night. Even better before dinner all participants do a great drive into the surrounding hills. Sunday morning you'll head to DelGrosso's Amusement Park for a very unique car show where again you'll be fed; heck they even give you food to take home. Now here's the best part.

Getting to Altoona may be the best part. **NO** don't take the highway. There is a lovely drive over a couple of mountains with cool valleys in-between and stops for food and sightseeing along

Now if you're really nice and your car is not in need of badly needed of maintenance, you may be able to hook up with a few folks that know the route.

Did I forget the unbelievable price of only \$30 per person is all this costs? They even have a discount set up at the Comfort Suites.

Ok, the balls in your court. I wouldn't want to be accused of being less enthusiastic than a Millennial!



FROM THE PRESIDENT OF THE IDAHO BRITISH CAR CLUB, Randy Steiner.
Partly edited by MGOB editor.

I thought I would do something a little different this month and dig around and learn a little more about some of our marques. I was spinning through the ol' interwebs and found an interesting bit of history I didn't know, and the Wingerts will likely get after me for not knowing.

I always thought the Minis were Coopers. But I was mistaken. It turns out that the Cooper was a result of a partnership with John Cooper of the Cooper Car Company and Sir Alec Issigonis of the British Motor Company (BMC).

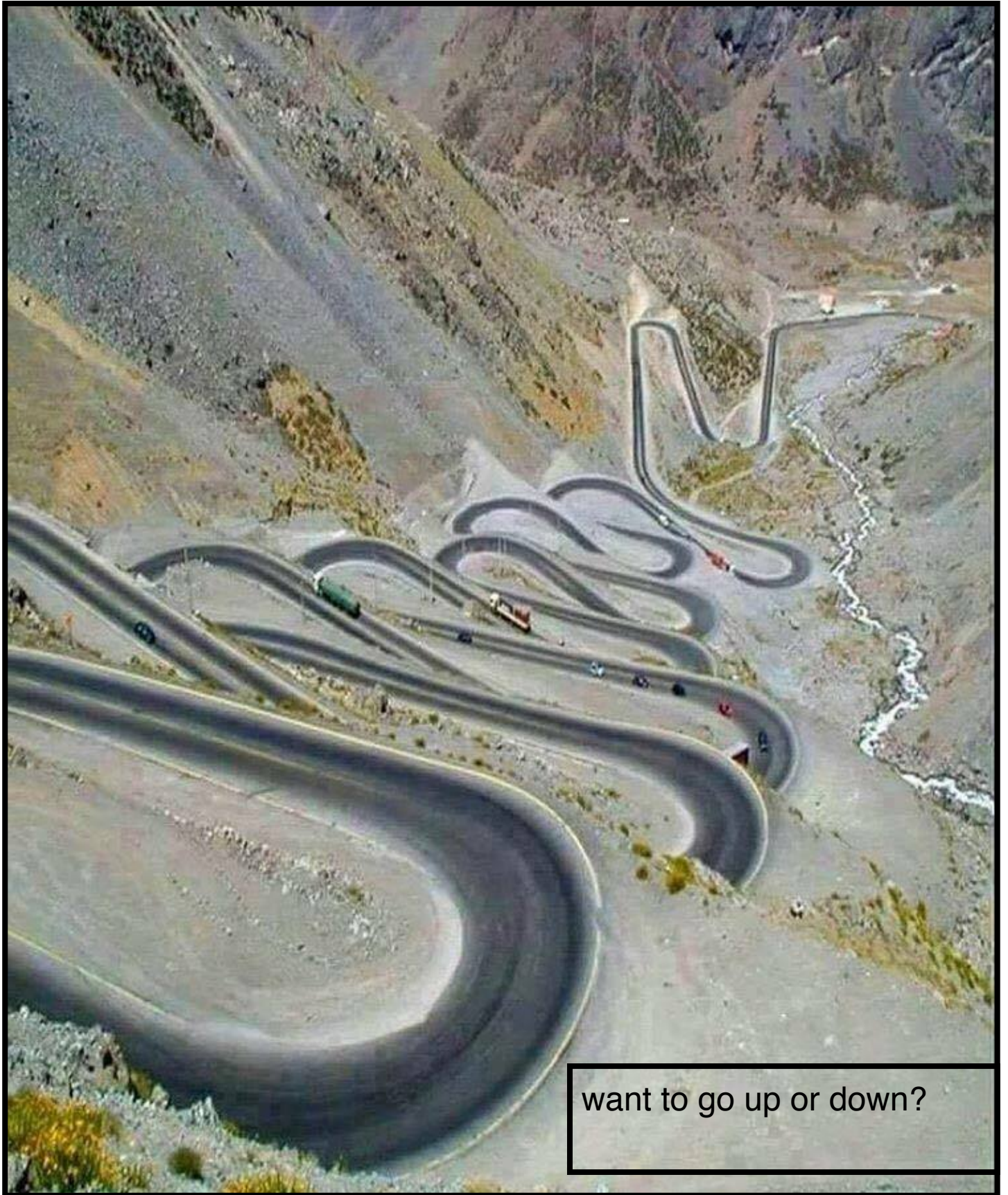
John Cooper was well known at that time for his racing success in Formula One and rally racing. Cooper saw great potential in the Mini in a racing setting. Cooper had to appeal to BMC management to convince them to build a performance version and afterwards partnered with Issigonis to create the Mini Cooper. In September, 1961, the Austin Mini Cooper and the Morris Mini Cooper debuted.

The changes included more horse power by 21 to 55 bhp, twin SU carburetors, tuned engine, closer ratio gear box, and disc brakes in the front. Group 2 rally racing required manufacturers to produce at least 1,000 cars in order to compete in that class, so only a 1,000 cars were initially ordered by BMC management.

Now here's the part I like. Not that the Mini history isn't cool, but I can relate with this next story.

The Cooper Motor Company revolutionized Formula One and Indy 500 to rear engine cars. There is a design by the name of Owen Maddock, employed by the Cooper Motor Company, and was known as "The Beard" to his co-workers, but as "Whiskers" to Charles Cooper. He described how the rear engine racer came to be.

1959 was the first year a rear engine car won Formula One World Championship and repeated in 1960. After that, every car to win has been rear engine. They brought a car to Indy in 1960 for a test as a longer, larger version of the F1 car. The "funny" little car from Europe was mocked in 1961, but it performed rather well running as high as third and finishing ninth. It took a few years for the change to occur, but every car at Indy since the Lotus win in 1965 has been a rear engine car as well.



How to Adjust and Balance the SU Carburetors By George Bean Morris Gazette, AZ MG club.

SU carburetors, who needs them! They are just a pain in the rear. Right? Well not quite, we need them if we have a little British car. I know some of us have put other carburetors on our cars, but I have found if properly set and adjusted the SU works the best for a car that has not been modified and even with minor engine modifications they still perform quit well. So where does that leave us I ask you? Should we throw them away and install an aftermarket carburetor, or is there something we can do to properly make the SU operate as designed. Let's see if we can shed some light on these little trouble makers.

Before I get started let me state that I do not profess to be an expert on SU carburetors. This information is based on what I have found works for me.

First, I think you need to know the SU carburetor is quite a simple carburetor. It's only function is to provide the proper fuel-to-air mixture to the fire breathing engine (somewhere between a 14 to 1 and 17 to 1 ratio). In the SU, the proper mixture is accomplished by moving a calibrated tapered needle in a fixed orifice, or commonly known as, a jet. By moving the tapered needle in or out of the jet the proper fuel-to-air mixture is maintained throughout the full range of engine RPM.

How does the SU accomplish this? First let's talk about the types of SU's most common on the MGA and MGB. These cars have three different models of SU. H4 common to the MGA, HS4 on the early MGB, and HIF on the later MGB up to 1975. After 1975 the MGB uses a Zenith carburetor and we will leave that for another day. All three of these carburetors operate basically the same with some minor variations.

The basic operation of all three carburetors is the air flowing into the engine is controlled by a throttle valve. The wider the throttle valve is open the more air is allowed into the engine. As the velocity of the air flow increases it creates a vacuum on the top side of a piston that raises the piston, which moves the needle up and out of the fixed jet, thus allowing more fuel to be added to the air. The H4 and HS4 carburetors fuel mixture is enriched for cold weather starting by lowering the jet to allow a richer mixture into the engine at low RPM and starting, until the engine is up to operating temperature (commonly known as choking). The HIF carburetor has a separate circuit used for enriching the mixture for cold weather operation and has a choke cable like the H4 and HS4 carburetors. Adjustment of the mixture is by a screw located on the side of the carburetor.

With that basic understanding of how these carburetors work let's move on to our main topic, which is how to adjust and balance the carburetors. First we must lay some base work on the condition of the engine. As John Twist has often stated, "most carburetor problems is timing and engine condition." We must a) make sure we have good compression on all cylinders, b) check the timing and make sure it is correct, and c) we have the proper fuel flow to the carburetors no dirty or blocked fuel filter. If all is well then let's get started.

Remember this information is based on having carburetors that are in good condition and not worn out with 30 years of service. Also of note is this is one way but not the only way to adjust the carburetors. I have found this works for me.

Bring the engine up to operating temp. To balance the carburetors we first make sure the fuel mixture is correct on both carburetors. We do this one carburetor at a time.

1. Loosen one of the pinch clamp bolts on the shaft connecting the two throttles. Make sure each carburetor is operating independently of each other.
2. To work on the front carburetor first turn the rear carburetor throttle adjusting screw out to completely close off the throttle plate.
3. Bring the engine up to about 800 to 1000 RPM by adjusting the front throttle screw in. After the engine is stable at speed you are ready to adjust the mixture on the front carburetor. First check the mixture by raising the piston in the throat of the carburetor about 3/16 of an inch. You do this by pushing up on a small lifting rod mounted on the side of the carburetor or by inserting a screw driver in the throat and lifting the piston. The engine should speed up and then start to die out. If the engine speeds up and keeps running the mixture is too rich. If the engine dies right away the mixture is too lean.
4. Adjust the mixture by turning the mixture nut at the base of the jet on the bottom of the carburetor. Turn the nut up to lean out the mixture and down to richen the mixture. On HIF carburetors there is a mixture screw located on the side of the carburetor. Before making any adjustment make sure the choke is not pulling on the jets and is completely in the off position.

Remember to clear the engine after all adjustments. You do this by increasing the RPM to about 2500 then letting it settle back to your idle speed.

You may need to repeat these steps a couple of times until you get the mixture correct.

After making the mixture adjustment on the front carburetor it is now time to adjust the rear carburetor. Turn the throttle on the front carburetor throttle screw out until the front carburetor is completely closed then repeat steps 2-4 on the back carburetor.

Once you have both carburetor mixtures set it is time to balance them.

1. First turn the rear throttle screw out until the engine is set at about 500 RPM then adjust the front throttle screw out until the engine is at about 1000 RPM. This is a good starting point.

2. Now you are going to synch the two carburetors. You can do this one of two ways. You can use a hose to your ear and listen to the hiss in the carburetor inlet and try to make the sounds match by adjusting the throttle screw in or out as required. Or, you can use my preferred method and use a carburetor synchronizer. You would set each carburetor by adjusting the throttle set screws until each carburetor is pulling the same amount of air.

3. At this point the RPM may be high or low depending on where you want it set. I like about 900 to 1000 RPM. Remember when setting the final RPM, adjust both throttle screws equal amounts so you keep the carburetors in synch. If the RPM is at 800 and you want 1000, turn one throttle screw in until you hit 900 then turn the other throttle screw in until you hit 1000. This should keep the carburetors in balance.

Remember to clear the engine after all adjustments. You do this by increasing the RPM to about 2500 then letting it settle back to your idle speed.

4. Now time to tighten the pinch clamp on the throttle inter-connect shaft.

Let's talk problems. You did all of that but you just can't get the engine to lean out and it is running to rich. A couple of things you can check; first make sure the choke is completely off and it is not pulling on the levers at the bottom of the carburetors. If they are, it is pulling the jets open and allowing too much fuel to flow. Second, you might check to make sure the float is not set to high in the float chamber.

Another problem is you just can't get the engine to idle down. This is usually due to a vacuum leak someplace in the intake. Check for excessive play in the throttle shafts. If it is excessive you need to have the shafts replaced. There could be other air leaks and you will just have to look for them. The intake system must be tight at all times.

If you need additional information you can find it in the service manual for your respective car. The manual will also have reference pictures to aid in identifying the different carburetor components.

If your head is swimming after all of this information, take two aspirins and call me in the morning. Safety Fast

George

PUNOGRAPHY

Just a little something to make you smile, after working on your MG.

- I tried to catch some fog. I mist. May 1 2018
- When chemists die, they barium.
- Jokes about German sausage are the wurst.
- A soldier who survived mustard gas and pepper spray is now a seasoned veteran.
- I know a guy who's addicted to brake fluid. He says he can stop any time.
- How does Moses make his tea? Hebrews it.
- I stayed up all night to see where the sun went. Then it dawned on me.





There's this about Coke ...

"You can't beat the real thing"

When you have a yen for refreshment,
look for the familiar red sign
that invites you to stop and enjoy
the real thing—Coca-Cola.
Nothing else tastes so right
and restores you so pleasantly as
ice-cold Coke. Wherever you go,
pause ... have a Coke
... and drive safely, refreshed.



Drive Safely...
Drive Refreshed.

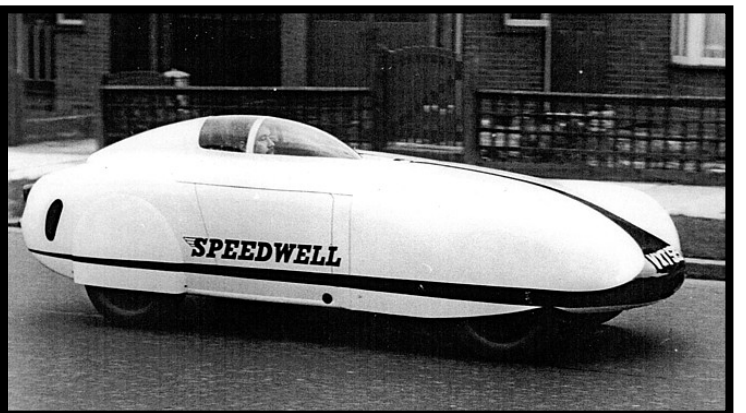
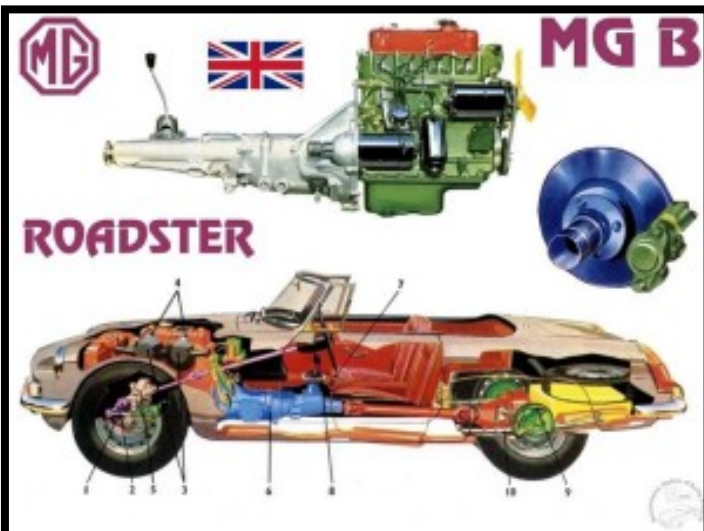


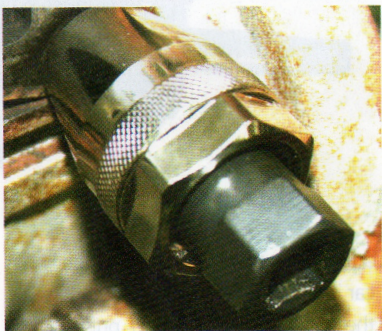
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BILL BERG'S BIRTHDAY CAKE MADE BY HIS KIDS. INSCRIPTION READS "HAPPY BIRTHDAY DAD. TO A TRUE CLASSIC!"





EVER BROKEN A STUD REMOVING PARTS FROM YOUR ENGINE?

It happens, particularly on studs that are exposed to the elements and to heat, as exhaust manifold studs invariably are. Here Nic Houslip recalls having the front-most stud holding the exhaust manifold shear off just below the nut on a car that he was working on and was able to remove the residue with a stud remover.

I was able to remove all the other fixings and the manifold, leaving me with about 1/2" of 3/8" UNF stud protruding from the cylinder head. In cases where the stud breaks flush with or below the surface, you have no option but to drill down centrally and use a stud extractor, but this is really a 'head off and take it to a machine shop' job. They will then have to drill accurately down into the stud, remove it if it will come free with a 'screw in' extractor that has a coarse left-hand thread, or if that fails, to drill down with larger drills until the root thread diameter is reached and pick out the remaining bits of thread from the hole. This is a difficult and time-consuming job and best avoided, or better still left to an expert.

In this instance there was just enough stud protruding to be able to do something about it, but a first attempt with a self-grip wrench failed because it wasn't possible to exert enough pressure to grip and turn the stud. Over the years I've bought various unusual tools at events and auto jumbles, mostly on the basis that "it'll come in handy if I never use it". One tool I have had for a long time but never tried was a stud remover that had a cam-shaped wheel with a

knurled surface inside a strong circular body that was supposed to grip the stud. Unfortunately it needed about a half turn to get a good grip, by which time the body of the tool was up against the timing chest.

Time for a search on the internet. Less than 15 minutes later I had located a device that looked like a big sturdy version of a drill chuck. This seemed to be the tool for the job, so next morning I set off to the local Machine Mart to get one.

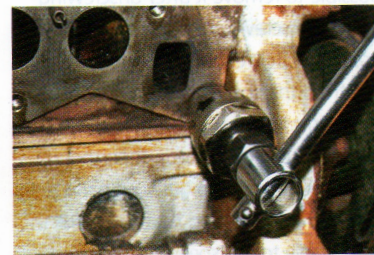
The photo alongside shows the device mounted onto the stud. It clamps on like a drill chuck, and is designed to be used with an impact wrench, although it could be used with a 1/2" square drive ratchet or breaker bar. Turning the black hexagon-shaped part anticlockwise tightens the jaws, chuck fashion, onto the stud; the more it is turned, the tighter the grip, and the teeth inside the jaws bite into the stud. The teeth produce longitudinal marks that can be seen below. It is these that grip the stud tightly.

Setting it to run anticlockwise, the impact wrench screwed the remainder of the stud out of its hole in about 15

seconds, the length of time showing how tightly it was held by the rust of the ages. It is possible to use a 1/2" drive bar but this might not be as easy as using an impact wrench, unless you have a very long one and the space to manoeuvre it.

I can honestly recommend this tool as being something that works exceptionally well. It was made by Laser Tools www.lasertools.co.uk and is called the 1/2" D. It will remove studs from 6mm-12mm (1/4" - 1/2") diameter. It can also be used to remove rounded or rusted nuts with external dimensions similar to the stud diameter, such as those with hexagon heads from 1/4" AF to 1/2" AF or 6mm to 12mm AF. I bought mine from the Machine Mart at Great Barr in Birmingham. <https://www.machinemart.co.uk/p/tool-connection-tc3986-impact-stud-extractor/>

At £21.59 it was worth every penny.



The DVCMG Presents... The 14th Annual...



**In Association With The Pennypacker Mills Historic Site
"In The Good Old Summertime" Festival**

Saturday, August 4th 2018

The Pennypacker Mills Historic Site, located aside the Perkiomen Creek just below Schwenksville, PA off of Route 73, is an ideal and picturesque location to display your British car. Plan also to attend and enjoy the sights and sounds of the Pennypacker Mills Historic Site's *"In The Good Old Summertime"* Festival adjacent to the car show field on the mansion's grounds. There's a lot to see and do for the whole family including vintage big wheel bicycles, live music, and Victorian lawn games. Refreshment service is available so you can relax under the stately trees and enjoy both the car show and the festival.

Car show registration opens up (rain or shine) at 10 AM with general admission starting at 11 AM. Voting begins at 12 Noon. Trophies will be awarded by popular vote based on marque and there will also be "Best of Show", "Ladies Choice", "Diamond in the Rough" and "Club Participation" awards.

The entry fee is \$15/car prior to July 21st and \$20/car thereafter and includes a dash plaque. Free T-shirts to the first 40 paid pre-registrants. Free entry to "In The Good Old Summertime" Festival and a tour of the mansion are included. The Pennypacker Mills' British Car Show pre-registration form is available at www.DVCMG.com or call 610-792-1158 for information. Don't delay, pre-register now. See you on the car show field!

AUGUST

7 th - MGOB meeting.

4th, Pennypacker Mills British Car day <http://www.dvcmg.com>

12th SUMMER PARTY 2 PM Duff & Barbara Fowler's

19th A Taste of Britian, Forney Polo Field, 70 Church Street,
Rothsville PA www.Lancomgclub.com for details

25th 24th Annual British Car Festival, Altoona, PA

SEPTEMBER

4 th - MGOB meeting,

15th - Cars and Tour of Vintage Restorations, Union Bridge

29th - MGs On The Rocks

OCTOBER

5 & 6 37TH British Car Festival, Waynesboro, VA.

<http://www.svbcc.net/carshow.html>

RANDY'S TECH SESSION AT MEETING

Randy gave an overview of
carburetors linkages with more to
be continued at future meetings.

NEW MEMBERS

John King 61 MGA

MGOB Tools For Use By Members By Contacting Randy Kegg

Engine Stand (2)

Engine lift with tilt device (2)

Whitworth wrenches

Whitworth sockets

Whitworth thread file

MGB Kingpin Reamer

Sandblaster (Suction from a bucket type)

Rostyle Wheel Paint Mask (MGB)

Midget Kingpin reamer

SU Carb Throttle shaft reamer for MG T,A, B carbs

SU Carb Throttle shaft reamer for Midget carbs

Click Type Torque Wrench 0-150 ft-lb.

Standard 1/2" Socket set

Hub Puller

Rear Hub sockets for MGA and early and late MGB

Harmonic balancer puller

Camshaft Degree wheel with TDC finder, etc.

Timing light

Dwell/Tach Meter

Differential flange removal tool

Brake line bender – tubing cutter – bubble type flaring tools

Slide Hammer for bushings, bearing caps, and axle extraction

Lift-A-Dot Upholstery punch tool

SU Carb Synchronizer

Pickle Fork for Tie Rod ends

MGB Clutch Alignment Tool

Front Suspension Toe-In Adjustment Tool

INTERESTING WEB SITE AND PRODUCT. STEEL IT.....LOOKS LIKE A GOOD PAINT IN SPRAY FORM ETC AS A PROTECTIVE AGAINST RUST.



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a 68-page informative magazine.*
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award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact registrar@namgar.com.

