



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

FEBRUARY 1, 2019

From El Presidente:

I would like to thank Ken & Sharon Olszewski for hosting Annual "After the Holidays" Party. I believe that everybody had a good-time, there is plenty of food, drink and desserts along with door prize items and hand crafted baskets made and donated Karen Barry and British items donated by Anne & Doug Hart.

Next in the lineup of winter parties, on Sunday, February 10<sup>th</sup>, with a snow date of February 24<sup>th</sup> is the **22<sup>nd</sup> Annual "Chilly Run"** Starting at 2:00 p.m. hosted by:

Richard & Carol Jefferson:

2520 Overlook Ct.

New Freedom, PA 17349

443-605-8197

[mgobjefferson@yahoo.com](mailto:mgobjefferson@yahoo.com)

We ask that you bring along your favorite chili or non-chili to enter for a change to win one of the numerous fabulous awards and prizes such as the coveted Hunka, Hunka Burning Love Award. Once again the club will supply beverages.

Eric Salminen and Chris Horant are working the 30<sup>th</sup> Annual "Get the Dust Off" Rallye, which is set for Sunday, May 5<sup>th</sup> we will be starting at Gunpowder Falls Park at US 1 Perry Hall, MD and will be finishing at Dejon Winery in Hydes, MD. Look for more information and an event flier in future issues.

MG 2019 update, on line registration is now open at: [www.MG2019.org](http://www.MG2019.org) The 28<sup>th</sup> Annual North American MGB Register Convention being held in Traverse City, Michigan this June 23 - 26. Registration is currently at 125, if you are planning on attending don't delay as space is limited for many of the activities.

The 42<sup>nd</sup> Original British Car Day has a new location: Serra Valley Farms is located at 5601 Ridge Road, Mount Airy, Maryland 21771. It is accessed easily via I70 from the south or Maryland Route 27 from the north. Please visit their website at [www.serravalleyfarms.com](http://www.serravalleyfarms.com) for directions and more information. The Show is scheduled for Sunday, June 2<sup>nd</sup>.

Safety Fast!

Richard

P.S.: It is dues time again: **your 2019 club dues of \$20.00 are now due.** Please mail your cheque payable to:

MGs of Baltimore, Ltd. Car Club

5237 Glen Arm Road East

Glen Arm, MD 21057

## Officers and Chairpersons

	<b>President - Richard Liddick</b>	410-817-6862	RGL2MGBGT@aol.com
	<b>1st Vice Presi - Ken Olszewski</b>	410-893-1661	KENMGOB@comcast.net
	<b>2nd Vice Pres- Mike Lutz</b>	410-592-8610	MGTLUTZ@Comcast.net
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	<b>Membership - Kathy McHenry</b>	410-817-6862	themgbabe@comcast.net
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	<b>Tool Meister - Randy Kegg</b>	410-592-3733	RANDELL_KEGG@msn.com
	<b>Web Master - Richard Liddick</b>	410-817-6862	RGL2MGBGT@aol.com

## New Members

## MGs of Baltimore Affiliations

North American MGB Register    North  
American MGA Register  
American MGB Association    MG Car Club UK

### MEMBERSHIP

**Submit changes in address etc to**  
Kathy McHenry    5237 Glen Arm Road E.  
Glen Arm, MD 21057    410-817-6862  
themgbabe@comcast.net

## PREVIOUS TECH SESSION

No meeting in January  
so no tech session

### DISCLAIMER

The OCTAGRAM is published monthly by the MGs of Baltimore car club. Opinions expressed herein are not necessarily those of the Club, Club officers, or the newsletter staff. Technical information is believed to be accurate. However, any repairs or mechanical advice is attempted at the readers own risk. The Club, officers, or staff will not be responsible for any misinterpreted or incorrect technical information.

Articles appearing herein may be used by other other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.\*

# 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.

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Paul Lewis shared a post to the group: Loyal and Ancient Order of the Sacred Octagon.

...

1 hr · 🌐



MG Motor India

Yesterday at 3:54 AM · 🌐

👍 Like Page

**The Lewes Chamber of Commerce Presents...**  
**The Twenty-fourth Annual**  
**Lewes British Motorcar Show**  
***The British are Coming!...Again!***  
**Saturday, MAY 4, 2019\***

**11:00 a.m. Till 3:00 p.m.**

\*No rain date

**Cape May-Lewes Ferry Terminal**

**Prizes in 8 Categories & "Best of Show"**



**I –Up to 1956**

**II –1957-1962**

**III –1963-1968**

**IV –1969-1974**

**V –1975-1980**

**VI –1981-2000**

**VII –Nash Metropolitan — *Featured marque***

**Premier Class— For last year's First  
Place & Best of Show winners**




**Nash Metropolitan**

Nash announced in October of 1952 that two companies based in Birmingham, England would build its *new Metropolitan* sub-compact economy car. Fisher & Ludlow would produce the bodywork, and the Austin Motor Company the mechanicals and final assembly. This was the first time an American-designed car, to be exclusively marketed in North America, would be entirely built in Europe. The **Metropolitan** came in convertible and hardtop. Several standard features, optional on most cars of the era, were a map light, electric windshield wipers, cigar lighter, and a "continental-type" covered rear-mounted spare tire. Some 95,000 **Metropolitans** were sold in the United States and Canada from 1953 to 1961, making it one of the top-selling cars to be imported into both countries at the time. Its sales in 1959 spurred the introduction of new compact models from GM, Ford & Chrysler.

 **Winners' Circle Awards Parade**  
through downtown Lewes

 **Merchant's Sidewalk Sale**

 **Registration forms available**  
on line or at Chamber Office

 **Commemorative Dash Plaques**  
for first 100 cars registered

 **Free shuttle to**  
downtown Lewes

Name \_\_\_\_\_ Phone[day/evening] \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car Club Affiliation \_\_\_\_\_ e-mail \_\_\_\_\_

Please complete and mail with check payable to Lewes Chamber of Commerce  
for appropriate amount, Car registration \$20 (\$30 after May 3), to

Lewes Chamber of Commerce British Motorcar Show, PO Box 1, Lewes, DE 19958

Check appropriate box. (Only Original British-made vehicles 2000 model year or earlier. Replicas, kits, reproductions NOT accepted):

☐ I –Up to 1956 ☐ II –1957-1962 ☐ III –1963-1968 ☐ IV –1969-1974 ☐ V –1975-1980

☐ VI –1981-2000 ☐ Metropolitan (*Featured Marque*) ☐ Premier (Last year's 1st Place/Best of Show)

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

The Lewes Chamber of Commerce is proud to sponsor the Lewes Motorcar show in conjunction with  
The British Car Club of Delaware. Phone: 302-645-8073. E-mail: [inquiry@leweschamber.com](mailto:inquiry@leweschamber.com)

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.

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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



The Williamsburg British Car Club  
20th Annual British and European Car Show  
on May 4th, 2019(Sat)  
Revolution Golf & Grille at The Shops at High St  
1430 High St.  
Williamsburg, VA 23185  
web site - <http://www.wmbgbrit.com/>

registration form on website-\$20\* pre-registration now thru April 26th,  
2019 - \$25 day of show  
\*or email PayPal \$21 to [rggavpbl@yahoo.com](mailto:rggavpbl@yahoo.com)  
contact – Roy Gavilan  
[wbccregister@outlook.com](mailto:wbccregister@outlook.com)  
757-637-5902

Hours 10 AM to 3 PM Saturday. Awards at 2 PM.  
Admission is \$25 at show, \$20 pre-registration due by April 26, 2019,  
spectators free. Come out and see over 150 British &  
see European vehicles on display, automotive vendors, door prizes, 50-50  
charity raffle. Food available at onsite restaurants for quick & easy pickup.  
For more information contact Roy Gavilan at [wbccregister@outlook.com](mailto:wbccregister@outlook.com)  
or call  
call 757-637-5902.  
Website for the show is <http://www.wmbgbrit.com/>





The Annual MGOB "Chilly Run will be held on  
**Sunday February 10th with a snow date of Sunday  
February 24th. Starting at 2:00 p.m. at:**

Carole & Richard Jefferson's  
2520 Overlook Court  
New Freedom, PA 17349

443-605-8197  
[mgobjefferson@yahoo.com](mailto:mgobjefferson@yahoo.com)

Bring your favorite chili or non-chili dash. Hunka, Hunka,  
Burning Love Award goes to the hottest. Other prizes  
determined by the hosts.

## RAIN IS NO OBJECTIVE



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# The Original British Car Day (OBCD)

**42<sup>nd</sup>. Annual Meet**

**Sunday, June 2, 2019**

## **Serra Valley Farms – Mt. Airy, Maryland**

The Chesapeake Chapter of the New England MG “T” Register is proud to invite you to attend the 42nd. Meet of **The Original British Car Day (OBCD)**. This annual event is held for the enjoyment of all British car and motorcycle enthusiasts. A portion of the proceeds will be donated to local charities.

Our event will be held from 8:00 AM until 4:00 PM at the beautiful grounds of Serra Valley Farms. Come and enjoy this gathering of all British marques in one setting. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

This year’s Featured Marque will be the Classic Mini in honor of its 60<sup>th</sup> Anniversary. We look forward to participation from the Capital Mini Register and welcome their members and their cars on our show field!

Whether you are displaying your car, or just coming to enjoy the event, make plans to pay us a visit. Serra Valley Farms is located at 5601 Ridge Road, Mount Airy, Maryland 21771. It is accessed easily via I70 from the south or Maryland Route 27 from the north. Please visit their website at [www.serravalleyfarms.com](http://www.serravalleyfarms.com) for directions and more information about their establishment.

The contact person for OBCD is Tom Renda, Chairman. His phone number is 410-804-7017. He can also be reached by email at [thomasdrenda@gmail.com](mailto:thomasdrenda@gmail.com). For more information please visit our website at: [www.chesapeakechaptermgclub.com](http://www.chesapeakechaptermgclub.com).



# Wiring Colors

An Excerpt from 'Rewiring Your MG' by Dave Braun; Minnesota MG Group

Lucas wiring codes are simple and although there are occasional exceptions to the color codes, memorizing the codes is a worthwhile practice for someone rewiring or trouble-shooting a British car. The common color code letters are included here for reference. Please note that each of these codes have sub-codes that are denoted by colored 'tracers' but still follow the main code traits.

**BROWN (N)** is a direct feed from the battery. It is always hot (un-switched) and un-fused. The only way to isolate a brown circuit is to disconnect it from the battery. Brown feeds go to the ignition switch, headlight switch, some hazard flashers, the starter relay, the alternator and the fuse box.

**PURPLE (P)** is what become of a brown wire after it goes through the fuse box. Purple is always hot (unswitched) but fused. Purple circuits go to the horns; some hazard flashers; courtesy and door lamps and the flash to pass switch (yes...two 12-volt sources in that little dipping switch!). You can isolate the purple circuit by removing the fuse.

**WHITE (W)** is what becomes of a brown wire after it goes through the ignition switch. White is only hot when switched and is un-fused. All the components that come on with the need to run the engine are on the white circuit, including the fuel pump, the ignition coil, on some cars the overdrive, any feeds to seatbelt circuits, the radio and the fuse box to provide a switched source of power.

**GREEN (G)** is from the white wire after it goes through the fuse box. Green is switched and fused. Green circuits provide power to most of the gauge functions (including the infamous 'voltage stabilizer'), the turn signals, heater fan, wipers and brake lights. You can isolate the green circuits by removing the fuse.

**BLUE (U)** is from the brown wire after it goes through the headlight switch. Blue is only hot when switched and un-fused. Blue goes to the headlight dipper where it becomes two important sub-codes – blue with a red tracer (UR) to the dipped beam lights and blue with a white tracer (UW) to the main beam lights.

**RED with GREEN TRACER (RG)** is also from the brown wire after it goes to the headlight switch. I think this is where someone at Lucas went to lunch, had a few pints, came back and mixed up the codes. This is the code that goes to the fuse box with a tracer and comes out of the fuse box as a single color. So RED WITH GREEN is only hot when switched by the headlamp switch and it is un-fused. RED WITH GREEN goes to the fuse box as mentioned and also the gauge lamp switch or dimmer. A special subset of the RED WITH GREEN tracer is the RED WITH WHITE (RW) tracer wire that comes out of the gauge lamp switch (dimmer). The RED WITH WHITE tracer is the instrument lighting circuit.

**RED (R)** denotes the RED WITH GREEN tracer wire after it goes through the fuse box. As such, red is switched and fused. Red circuits are the front parking lights, the tail-lights and the license plate lights.

**BLACK (B)** wire is a ground wire. Any other color wire with a black tracer is likely the ground side switching wire for that component. -end- From The eChatter; Volume #32; Issue #8.

## TECH Tips... from John Mandella – A BLEEDING TIP

I needed to bleed the clutch cylinder on my MGB after replacing the clutch line. I had never bled a hydraulic system before. After much research, I bought a MityVac kit, but was not impressed with the rubber fittings that are supposed to go over the bleed valve. I threw them across my workshop and bought a foot of clear tubing and some extra hose clamps. I clamped the tubing between the bleed valve outlet and the MityVac. This created a good seal and had the extra benefit of keeping the tool connected to the car – really nice if you are working alone.

Priming the system is a good idea. I bought a cheap 79 cent syringe from a ranch/livery store and use the same "clear-tube connection" on the syringe before using the MityVac. Fast, easy, no-fuss, no-muss, no pedal pumping and a good solid clutch in ten minutes. -end-



# CALENDAR

## FEBRUARY

**5th MGOB MEETING**

**24th CHILI RUN**, Richard and Carole Jefferson's. see flier

## MARCH

**5th MGOB MEETING**

## APRIL

**2nd MGOB MEETING**

**MAY DUST OFF,**

info to be announced .



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for MGB, MGC, Midget, 1100/1300 and  
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- Annual national convention – a four-day MG party!

**North American MGB Register**

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Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

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