

November Meeting
November 2, 1988

Dave Bowling opened the meeting and thanked Mike Ash for hosting the meeting. The following guests were present - Jim Sandloop who owns a 1974 "B", Tom Paul who owns a 1972 "B" and Ursella Faust who was strictly a guest.

Treasurer's Report - \$895.00 beginning balance, \$544.75 income, \$596.95 expense for an ending balance of \$843.48.

Regalia - Don Jones said see him for any specials. Just talk to him and he'll negotiate a special.

Activities - Tech Session - November 13, 1988 - 10:00A.M. at Rick Mullins' shop.

December meeting/Christmas Party - December 10, 1988 at Windsor Oaks Recreation Center. Bring a covered dish (notify Jennifer or Joan what you will be bringing.)

Tech - Jim Jackson discussed the Z-Net Stromberg Carbs rebuild
Parts - A late model MG air conditioner was shown that can be obtained for \$100.00.

Old Business - Dave talked about the rally apologizing for not telling you where to turn. Dave also told about Cindy & Bill Gibbs unfortunate accident that totaled their MGB. This brought about a lively discussion about insurance coverage. Dave gave back the rally scores and passed out pewter to the following:

First Place - (With 14 wrong) Bob & Kay Bell

Second Place - (With 15 wrong) Paul & Eugene Speaks

Third Place - (With 16 wrong) Don & Chad Jones

New Business - The tech session will be held at Rick Mullins business on Va. Beach Blvd. and not Mike Ash's home.

Marque Time - 4 Sale two (2) MGB-GT's. A 70 & 71 Both complete but disassembled (1 with a rough body) \$1,000.00 Contact Bill Gorden 481-7108. Dave gave a short history of his TD restoration. His car has been off the road 13 years and is at the painting stage now. A request was made of the club to compile a listing of businesses that one could take a car to for complete restoration. We will try to do as asked. There is a MGB for sale at Frank Cullen's for \$2500.00 that looks like a good buy. Pete Micken 456-9242 is looking for a good low milage 1980 "B". Peggy Bradford still has the club sewing machine if anyone needs it. Butch Ballback won the drawing and the meeting was adjourned.

Those in attendance were: Vince and Pam Groover, Tom Lund, Bryan Massey (1980 MGB), Dave Culler (1979 Midget), Paul Speaks (1971 MGB), Jim Jackson (1971 Midget), Joan and Dave Bowling (MGTD), Pete Micken, Tom Wedgewood, Susan Bond (1972 MGB-GT), Jim Newman (1972 MGB), Robert Davis (1973 MGB-GT), Fred McCall (1955 MGA), Tom Paul (1972 MGB), Tom Early (1975 MGB), Butch Ballback, Chris Holcomb, Paul Thiergardt, Bill Gorden, Peggy Bradford, Ira Canton, Jim Sandloop (1974 MGB), Tom Hall, Joe Dillard, Dan Boswell, Craig Barber (1971 MGB), Andy Wallach, and Skip Anderson (1952 MGTD).

Deadline for the February Newsletter is Thursday, January 19th

The subject this month is Zenith-Stromberg (Z-S) carburetors installed on late-model MGBs and Midgets. Most are fitted with thermostatically controlled automatic starters, otherwise known as automatic chokes. I'll try to pass along some trouble-shooting tips that may help you decide whether a problem is really in the carb and, if so, what the causes might be.

The problems that cast suspicion on the carburetor are hard starting (cold or hot) and maybe rough running and poor gas mileage. Before focusing on the carb as the source of the problems, you need to make sure that there is fuel being delivered to it, that the ignition system is in proper working order, that the engine compression and valve clearances are normal and that there are no vacuum leaks. A surprising number of problems thought to lie with the carburetor can be traced to the ignition, particularly intermittent faults with the electronic ignition. As regards vacuum leaks, the usual sources are the numerous vacuum lines and fittings for the distributor and emission control devices. Other less obvious sources are the valve cover gasket, oil filler cap and dipstick seals and/or a loose or cracked intake manifold. If all these items check out then it's time to look at the carburetor, referring to the figure, which is for the MGB installation. The Midget carb is almost identical.

Is the problem hard/no start when cold? If so, the possible causes include the lack of oil in the air valve damper assembly (1), a sticking air valve piston (2), a damaged diaphragm (10), failure of the choke to set (20) or wrong fuel level in the float chamber (4). Lack of oil is sometimes indicated by the engine firing but failing to catch and sustain RPM until after half a dozen or so attempts. (A faulty electronic ignition system can have the same symptoms.) A sticking air valve can be determined by removing the air filter assembly and checking for free movement by hand. Damage to the diaphragm can be determined with the carburetor in place by removing the top cover (7) and inspecting. Be careful of that spring (8)! If the engine was shut down from a normal run and allowed to cool, it should be possible to detect the sound of the choke setting. Do this by slowly moving the accelerator linkage by hand at the carburetor listening for a ratcheting sound at first movement. Listen carefully as you get only one chance to hear this because if the choke does set it won't reset except by warming and cooling during a normal run and shutdown.

If cold start is okay, is the problem hard/no start when hot plus a strong smell of fuel fumes? If this is the case, you've probably also noticed rough running and poor gas mileage. The likely causes are either failure of the choke to reset or failure of the needle valve (6) to seat, causing too high a fuel level in the float chamber.

If cold and hot starts are fine perhaps you've noticed a wandering idle RPM or that the idle RPM is too high and can't be set to specs even with the idle set screw backed fully out. The wandering idle is usually due to a leaking overrun valve in the throttle disc while too high an idle RPM may be due to either the overrun valve or wear of the throttle spindle shaft causing uncontrolled air leaks, or a combination of both.

With the exception of low oil in the damper, correction of the problems above will require removal and dismantling of the carburetor as the causes I've described are usually accompanied by other, more subtle problems which ought to be corrected as well. If there's enough interest, follow-on articles will discuss theory of the automatic choke as well as tips on disassembly and overhaul of the Z-S carb. In the meantime, an excellent reference is the Haynes Zenith-Stromberg CD Carburetors Owners Workshop Manual. This manual plus the Bentley and/or Haynes manuals for your auto should help you understand what these carbs are supposed to do and how to make them do it.

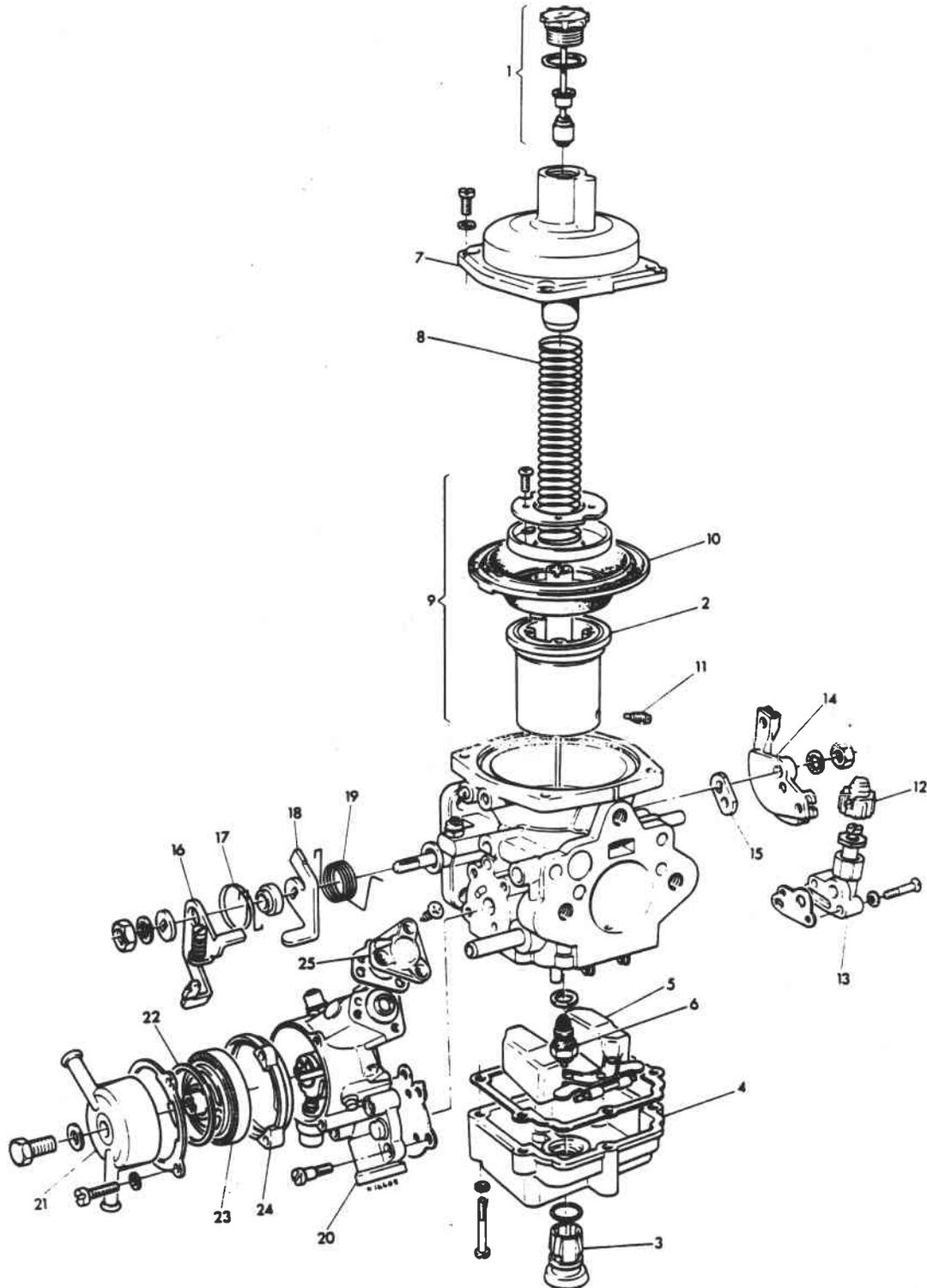
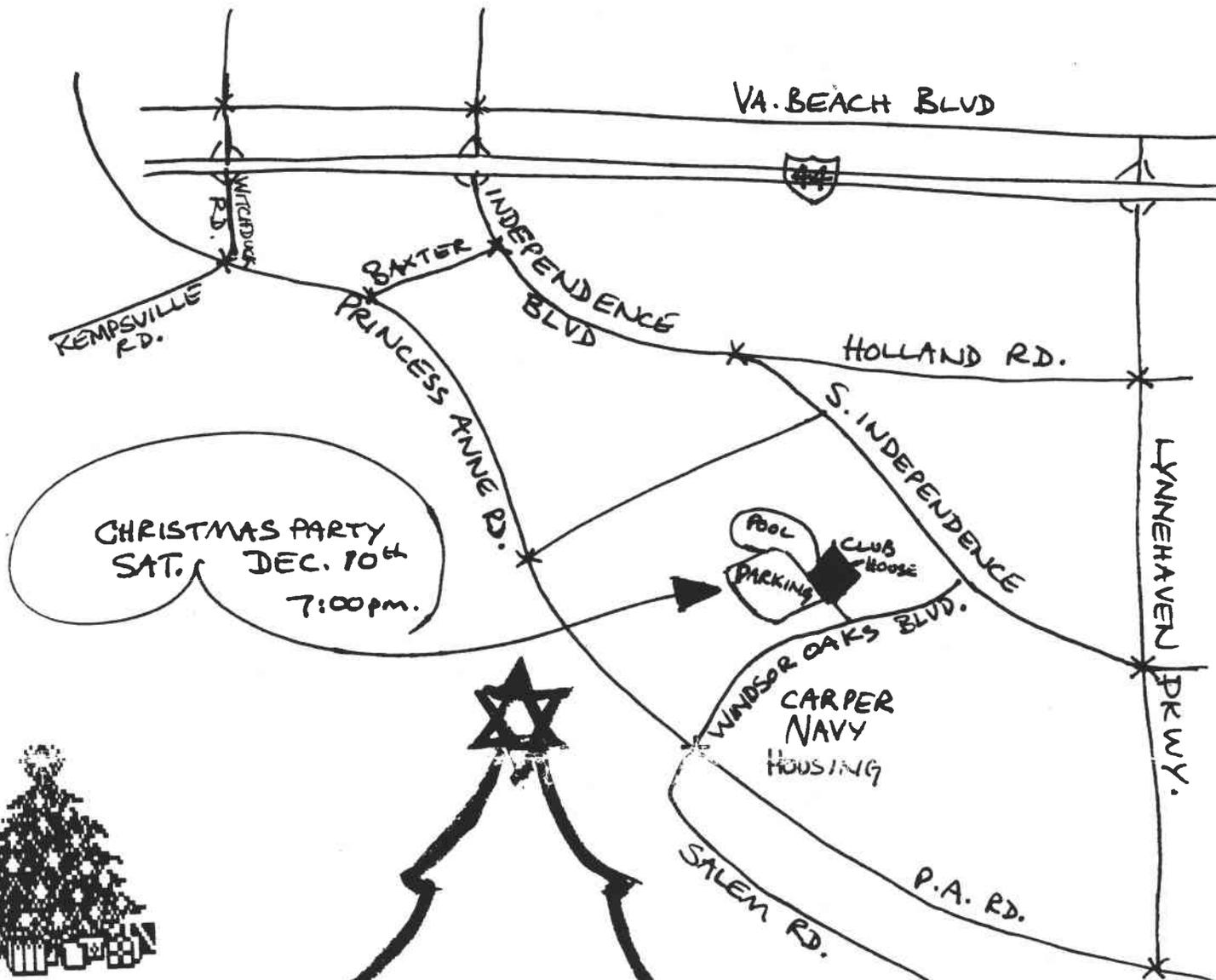


Fig. 3.27 Zenith carburettor type 175 CD 5T – exploded view (Sec 29)

- | | | | |
|----------------------|-----------------------------|---|-----------------------------|
| 1 Damper assembly | 8 Spring | 15 Locating plate | 20 Automatic choke |
| 2 Air valve piston | 9 Air valve unit | 16 Automatic choke operating lever unit | 21 Water jacket |
| 3 Float chamber plug | 10 Diaphragm | 17 Outer spring | 22 Sealing rim |
| 4 Float chamber | 11 Air valve grub screw | 18 Inner operating lever | 23 Heat mass |
| 5 Float | 12 Idle air regulator cover | 19 Inner spring | 24 Insulator |
| 6 Needle valve | 13 Idle air regulator | | 25 Vacuum kick piston cover |
| 7 Top cover | 14 Throttle quadrant | | |



15th ANNUAL CHRISTMAS PARTY

SATURDAY, DEC. 10
at
7:00 p.m.

WINDSOR OAKS CLUB-HOUSE

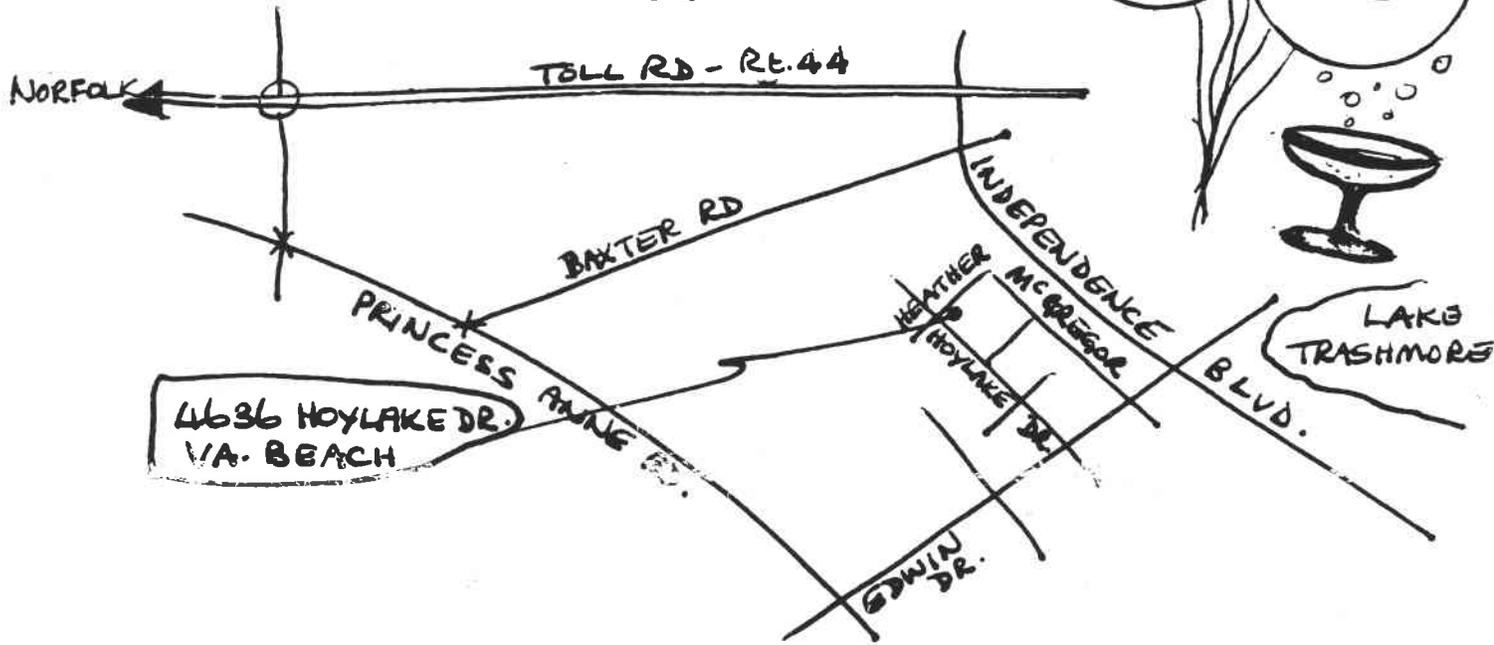
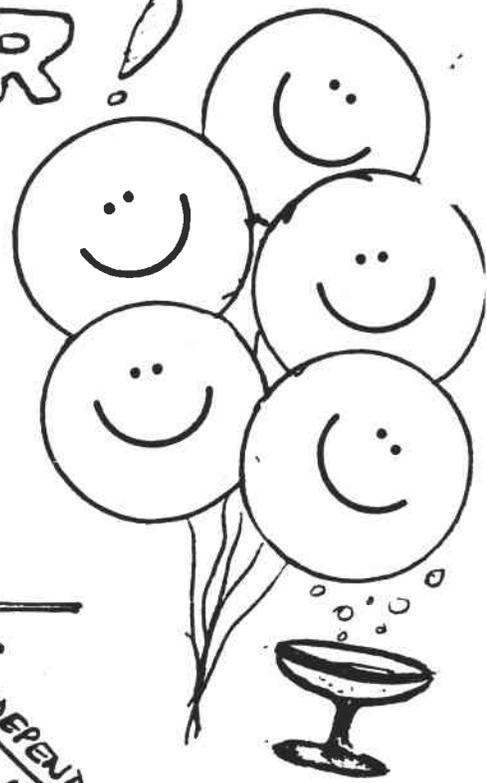
R.S.V.P. (to let us know what kind of finger food you will be bringing.)

Joan Bowling - 499-6632
Jennifer Ash - 495-0307

HAPPY NEW YEAR!

JUST
A
REMINDER...

JANUARY MEETING - Wed. 4th
 Dave & Joan Bowling's - 7:30pm
 499-6692



4 April
 Tues -
 cool Joe Bowling -
 Bonnie Rd -
 Blain Independence
 & left

Happy Holidays



Dear Fellow Members,

We would like to start off by thanking the Club for keeping us in their thoughts and, in particular, the members that came to our aid following the accident. We found that the fellowship of the "Marque" goes much deeper than a mutual love for our cars.

Cindy has recovered from her injuries and is doing fine. The MGB is another matter. While the injuries to the "B" were basically superficial, requiring replacement of both wings, the bonnet, and bumper, the insurance company, State Farm, decided that the "B" was not worth repairing. Their appraiser had made the decision that the "B" was worth only \$1,300 and could not understand why there was so much fuss over an old 1970 car. They were genuinely shocked when we told them that their decision to "total" the car and pay us \$1,300 was unacceptable. We were mad at that point, but when the insurance adjuster told us that even though we were the victims in the accident and had no right to expect our car to be returned to us in the condition that it was prior to the accident, we dug in and prepared for a fight!

We have since retained a lawyer and will end up taking State Farm to court. We have found a lot of wonderful support in our fight. We are deeply indebted to Mike Ash for a letter of appraisal and to the AMGBA, whose Technical Chairman John Twist, wrote a glowing letter of appraisal. We recommend any MG owner who has not registered their car with their respective National Registry to do so. It paid off for us.

In short, through this, we have witnessed a phenomena of people, from all over the country, closing ranks to save this one car. We, too, have found ourselves fighting to save our "B", which is no longer just a car, but a part of us. As it stands now, thanks to State Farm, we are repairing the "B" out of our own pockets and, hopefully, will have it back on the road soon. We will not be healed from this until this is done.

Thank you,

Bill & Cindy Gibbs

Dear Friends,

The flowers sent to Winchester on Mother's death were absolutely glorious! Your thoughtfulness was most appreciated by Dad, Jennifer and I and we thank you most sincerely for your friendship and support at this time.

MIKE

UP-COMING ACTIVITIES

- Dec. 10 (Sat) ANNUAL CHRISTMAS PARTY - at Windsor Oaks Club-house.
7:00 p.m. Finger-foods, beverages, music, dancing and
much conviviality! (See invitation and map)
- Jan. 4 (Wed) MONTHLY MEETING at the home of president, Dave Bowling.
7:30 p.m. Start out the New Year as you mean to go on...
with your MG friends!
- Jan. 28 (Sat) ANNUAL WICKER BASKET AFFAIR - our gourmet pot-luck supper
will be held at the home of Ann & Ross Haines, so start
thinking what gourmet delight you will bring. There will
be a reminder about this ⁱⁿ the FEBRUARY DIPSTICK, but be
sure to put this date on your 1989 calendar! There will
also be a sign-up sheet at the January meeting.

At the January meeting we will be asking for volunteers to host meetings and events during the coming year, so please be prepared to speak up at the January meeting, so that we will be able to publish the calendar for the year in the February Dipstick.

Please remember, THERE WILL BE NO "DIPSTICK" IN JANUARY, so put these dates on your new calendar!

MEMBERSHIP NEWS

At the November meeting, we had some visitors to the meeting and they decided to join our ranks and are now dues-paying members; Rick Mullins also renewed his membership. Please welcome them, and add their names to your membership roster.

TOM & KATHIE PAUL (72 MGB)
4468 Revere Drive
Virginia Beach, 23456

Ph: 467-0033 (h)
445-3488 (w)

JIM & GEORGIA SANDLOOP (74 MGB)
1129 Olive Road
Virginia Beach, 23464

Ph: 474-0325 (h)
420-8488 (w)

RICK MULLINS, '77 Midget
5121 Va. Beach Blvd.
Norfolk, Va. 23502

Ph: 547-0366 (h)
466-1308 (w)

Tech Session - Sunday November 13, Rick Mullins hosted this meeting at his old Exotic Motorcar Accessories location at 5121 Virginia Beach Blvd. His spacious drive-in shop, convenient rear alley parking and generous refreshments were greatly appreciated! Attendees included:

Skip Anderson MGTD - came to work on an engine oil leak but lost brakes on the way over. He isolated the problem to a suspected leaking wheel cylinder. (Note: Skip has orders to Charleston but expects to return next year.)

Paul Speaks - 71 MGB - tuned carbs - discovered his rear wire wheels have stripped splines and now needs urgent replacements.

Jim Sandloop - adjusted his 74 MGB carbs.

Suzan Bond - Discussed timing adjustments for her MGBGT and a sagging door problem.

Tom Paul - 72 MGB - made plans to overhaul his brakes.

Jim Newman - worked on a sick SU fuel pump for his 72 MGB and figured out how to re-install his rear brake shoes.

Don Jones - Drove his MGA - pretty! (Tom Lund, Dave Bowling and Roy Wiley and Rick Mullins consulted and commiserated with the problem solvers).

Rick Mullins offered to host the next session. His spacious, heated shop will certainly be ideal for cold weather repairs.

The club has been asked to start a reference notebook to record local shops and professionals that have earned a good reputation providing reliable service for MG cars. If you've had a good service experience, write up your comments, and we'll keep them for the record.

Dave Bowling

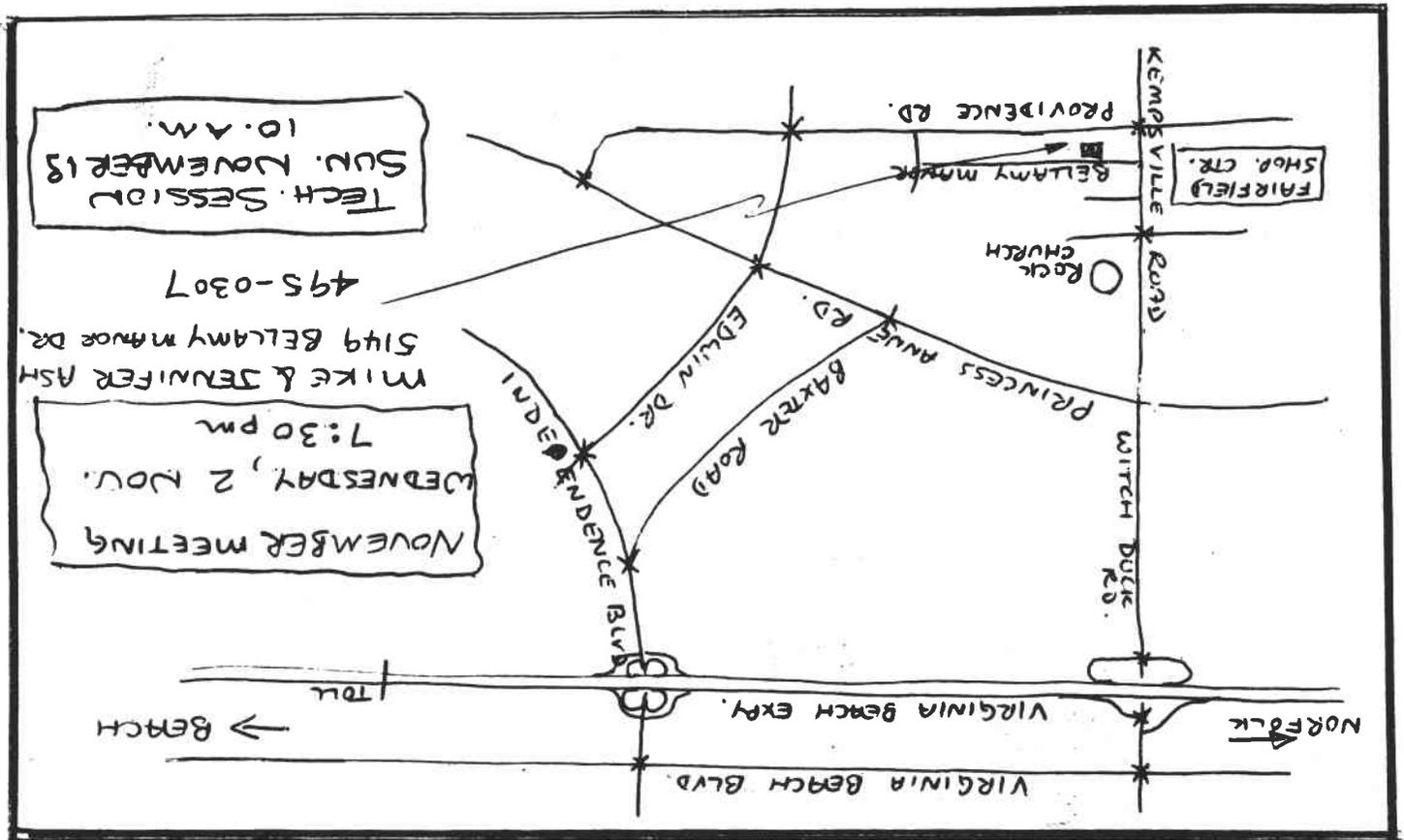


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