

MG Meeting Minutes
June 7, 1988

Thanks to Pete Micken and Mel Baker for organizing the last rally. Dave Bowling and John German will plan the next rally.

The minutes were approved as published in the dipstick.

Treasurers Report - Beginning balance of \$598.19, Income of \$37.00 (\$13.00 Regalia & \$24.00 Raffle), Expenses of \$93.45 (\$83.45 Newsletter and \$10.00 Misc.) for an ending balance of \$541.74.

Regalia - We have a special on T-Shirts \$3.50. Please buy them.

Activities - June 12, 1988 - Tech session at the Ashes
June 27, 1988 - British Car Day (Bowie, Md.)
July 6, 1988 - Meeting at the Cantons
July 23, 1988 - Crab Feast at the Bakers
July 4, 1988 - T-Register G.O.F. in Andover, Mass.
July 16, 1988 - B Gathering at Niagra Falls

Membership - Let's welcome Craig and Beth Barber as new members.

Old and New Business - none

Marque Time - Dave Bowling has moved up to an antifreeze container as a gas tank and is running on two carbs. Tony's Blue B has bent valves. Jerry Moore drove his B south to the Carolinas without mishap. The British Isles Festival - A dozen cars showed up for judging. The Sunday Fun-Kana was OK and there was no rally. Norfolk didn't handle the event very well. There was not enough advertising and too much conflicting information. Example - A 1988 Morgan won the newer than 1963 class. Mike Ash discussed his recent visit to the Morgan Factory.

Parts - Information on air conditioners for B's was passed around. Also, information on a oil pump that has a 7 second timer that pumps oil to the engine before the ignition starts the engine. A discussion on the unreliability of Scarborough Fair and the reliability of Victoria British plus other good experiences with A H Haven & R I Wiring occurred.

This was Jerry and Margie Moore's last meeting as in-town members. They are retiring to South Carolina. We will miss them as active members and will miss Jerry's financial reports as Treasurer. Good luck, Jerry and Marge, from all of us. Please come visit us often and enjoy MGing in the Carolinas. Dave Bowling won the raffle of two beer mugs or a bar badge. The meeting was adjourned.

Deadline for August Newsletter is Monday, July 25th

UP-COMING EVENTS

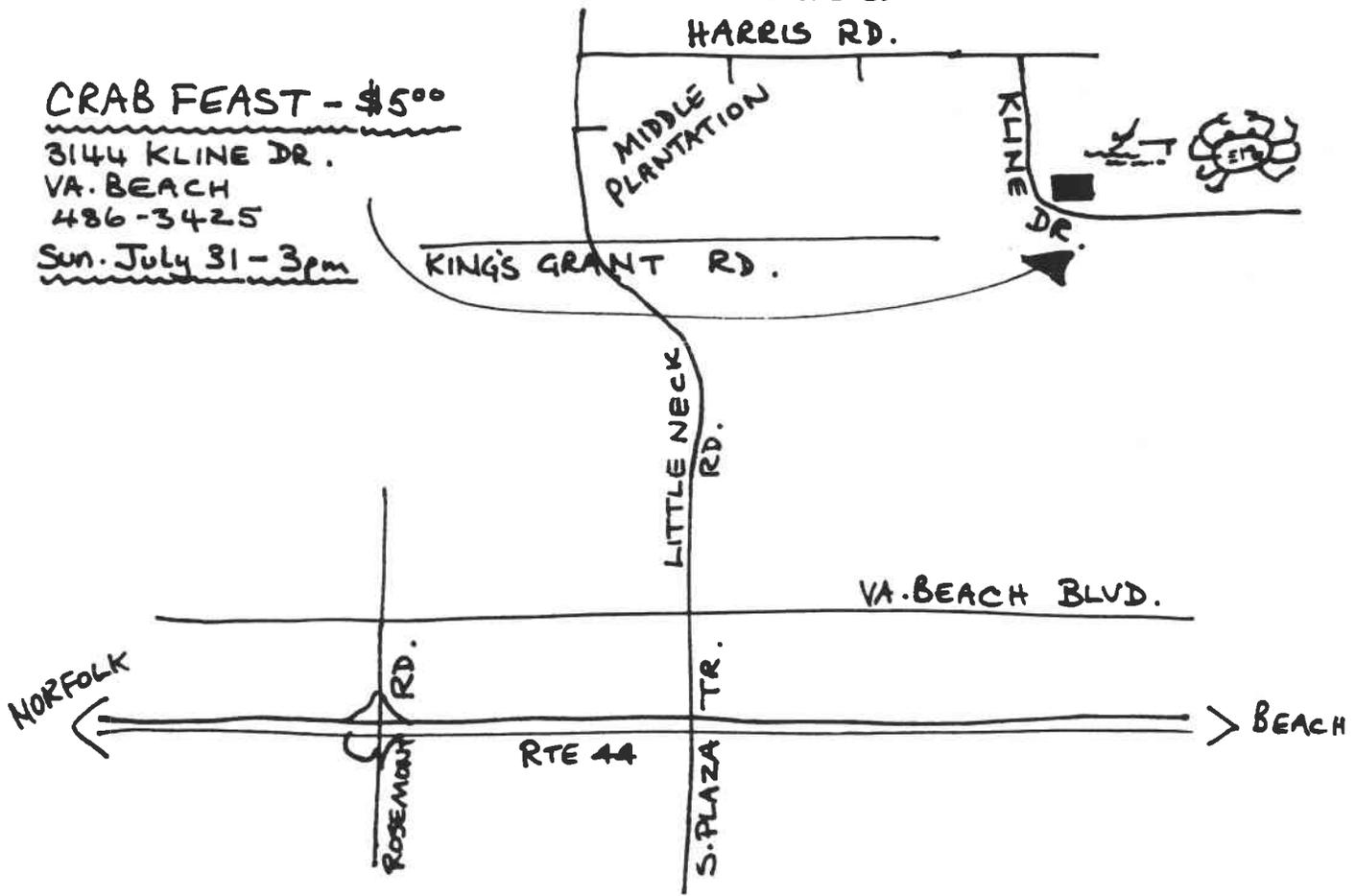
JULY 6 (Wed) MONTHLY MEETING - at IRA & MARY CANTIN's (see map).
7:30, kick tyres; 8:00 business meeting.

31 (Sun) CRAB FEAST - at MEL & JUDY BAKER's, 3:00 p.m.. There will be a nominal charge of \$5 a head (\$2 for under 12's); in addition to crabs there will be some oysters (I think!) and hot-dogs and burgers as well as all the fixin's. Bring your swim-suit in case you get too hot from the volley-ball and yard-darts, or messy from eating crabs! (Only kidding, Judy!). Please RSVP to Judy BEFORE MONDAY, JULY 26 so that we can plan the catering. Call 486-3425.

★...TICKETS TO THIS EVENT WILL BE SOLD AT THE JULY MEETING, so please plan ahead.

- {1st - 5th: T-Register G.D.F., Andover, Mass}
- {14th - 17th: MBB Register Mini-Con, Niagara Falls, N.Y.}
- {21st - 23rd: MGA Register Get-Together, Marietta, Ohio}

AUGUST 2 (Tue) MONTHLY MEETING - at SKIP ANDERSON's
28 (Sun) TECH SESSION - at TONY PERINO's.



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YOU OWN A WHAT? A two - part article on the MGC

Just got the newsletter for June and noticed that the MGC Register was not included in the list of national club affiliations. As there are very few MGC's around the oversight is understandable and forgiven, but this seems an ideal time to talk a little bit about the "C" and to introduce the membership to the American MGC Register (AMGCR).

The "C" was developed as a replacement for the Austin - Healy 3000 in 1967. Although some C's were produced in 1967, they are generally referred to as either 1968 or 1969 models. Various production figures exist but it seems that a total of somewhere around 9000 were built. An MG "C" in very simplistic terms, is an MG "B" with a six cylinder motor. Available in both Roadster and Coupe (GT) versions, the features which make the "C" unique are as follows:

- Torsion Bar Front Suspension with tube - style shock absorbers up front
- 15 - inch Wheels (72 spoke wires optional) using 165/15 tires
- Top speed of 120 mph (some sources claim 130 mph)
- Aluminum Bonnet with bumps to clear the radiator and front carb.
- 1-3/4" twin S.U. carbs.
- 2966 cc. motor derived from an Austin limosine (not the same motor as the 3000 A-H)
- Front disc brakes with larger rear drums and twin vacuum powered brake booster servos (U.K. models had only a single servo)
- Other minor differences included heftier u-joints, expanded - scale speedometer, and unique front fenderwell arrangements.

Having the "C" mistaken for a "B" by the driver of some "rice - burner" who likes to harrass MGBs on the freeway is one of my definitions of **HAPPINESS**. The "C" is that fast! A recent article in the AMGCR newsletter "C-NOTES" describes a "C" which was prepared for club racing in England. The writer states that the "C" was finished on a Friday, road tested on Saturday, and was driven to the races on Sunday to a 1st overall. This particular "C" won outright all but one of the races in which it was entered (20+) for the year.

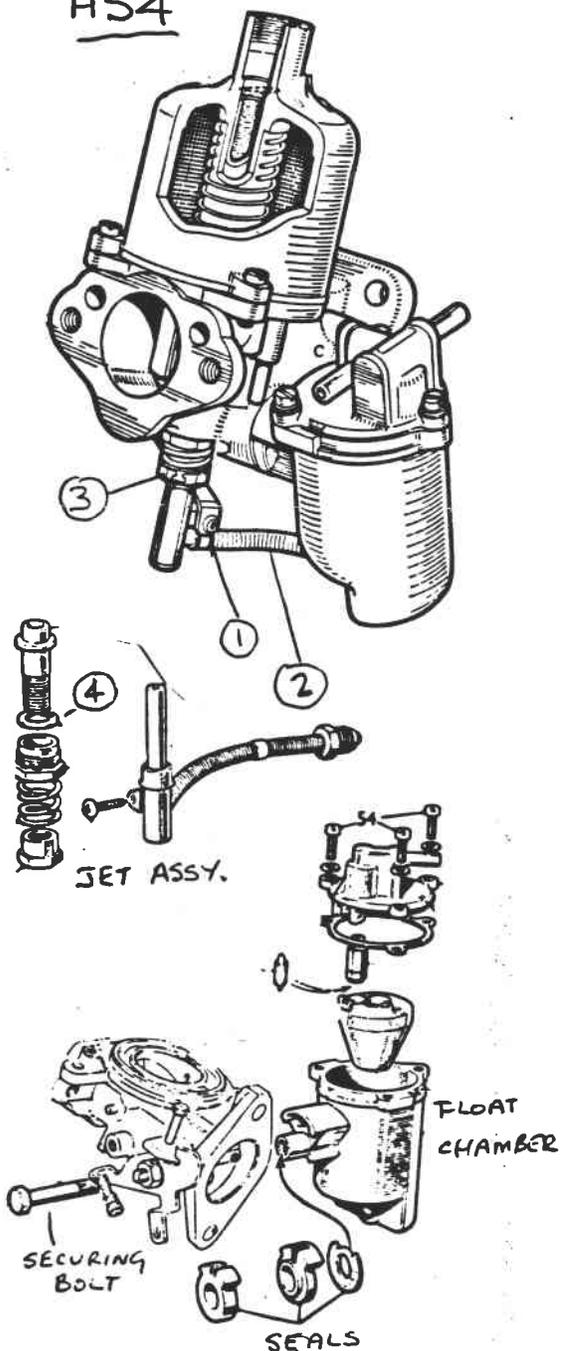
My "C" is one of approximately 1100 which were produced with a Borg - Warner automatic transmission. It is presently undergoing major surgery for "Cancerous Sills". My goal is to have "BOBS MG" ready for the 1989 British Isles Festival car display at Waterside.

Next month I'll tell you more about this little known MG and introduce you to the AMGCR.

BOB McCLAREN

We had a Tech Session here during July. There was a good turnout, but it was more social than technical! Tony Perino, assisted by Vince Groover, adjusted the rear brakes and did a few other odd jobs on his MGB. Dave Bowling drove over in his fenderless, hoodless, paintless, interiorless, gas-tank-less, gas-in-a-can-in-the-tool-box TD, but decided that it did not need any work. Frank Benson reinstalled the seat belts in his MGB. Don Jones was here for a while with his MGA, and Ira Cantin with his TC. Robert Davis brought his TD and figured out the correct calibration ratios for his speedometer. Sue Bond with her MGB waited for much of the day for Robert to bring a new distributor, which he forgot. Prospective member Claire Langenfesler was here for a while with her recently acquired TD and so was Dave Barrows with his TD.

HS4

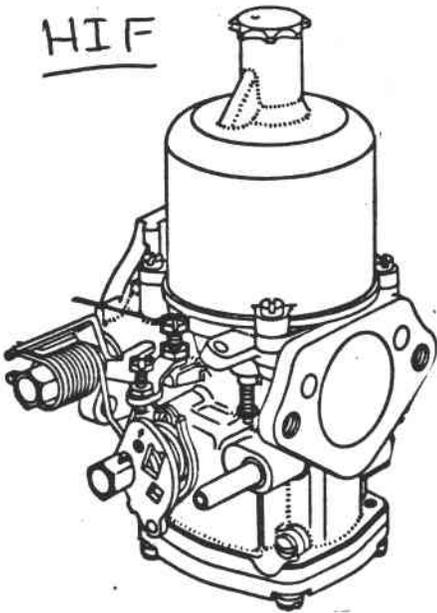


The Tech Session did not yield much in the way of technical topics so I will continue with my discussion of the rebuilding of SU carburetors. This month the subject is MGB carbs. For the past two months, I have discussed the T-series and MGA carb-type H2 and H4. Most of the principles apply to the SU carbs fitted to the MGB, but there are some specific differences in the areas of the jet assembly, float chamber and throttle shaft. There are two main types of SU carb for the MGB - HS4 used from 1963 until 1971, and HIF until mid-1974 when the Stromberg carb was introduced. First I'll discuss the HS4 and then the differences in the HIF.

The overall appearance of the HS4 is as shown at left, with the most obvious difference from the MGA H4 being the shape of the float chamber and the external tube between the float chamber and the jet. Rebuild kits for the HS4 include a new jet assembly, tube and gaskets. The kits I have bought most recently include a plastic tube with plastic push-on fittings at the jet and float chamber. I find these plastic items to be much superior to the original armored rubber tube with brass fittings. To remove the jet assembly, remove the screw (1) attaching the choke lever to the jet, remove the tube fitting (2) from the float chamber, and unscrew the jet locking nut (3) from the carb body. You can now remove the jet assembly. The jet assembly looks as shown on the left. It is basically the same in principle as the H4, but much less complicated. There is only one replaceable washer (4), which comes with the rebuild kit. Replacement of the jet is the reverse of removal. If you have the new plastic tube, install the new end fitting in the base of the float chamber first. Then, with the new washer (4) in position, place the jet assembly in the carb body and screw in the locking nut (3) to finger-tight. Tighten the locking while centering the jet, using the procedure described in the May article. The jet needle in the bottom of the piston is spring-loaded, so the jet centering procedure is not quite as difficult as with the H4 carb. Push the plastic tube over the end fittings, re-attach the choke lever with the screw (1) and the job is done. Be careful to get the choke lever screw in straight as it is self-tapping into the hole in the base of the plastic jet. Pulling down on the lever to relieve the tension of the return spring will help with the alignment of the screw.

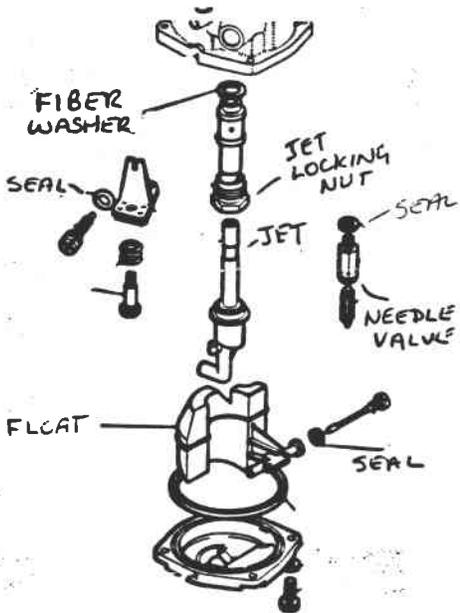
On the HS4 carb, the float chamber is attached to the carb body by a long screw through the body and into the side of the chamber. There are a few renewable gaskets (5) here as identified in the diagram at left. The float chamber should be cleaned out, the needle valve replaced and the float level adjusted. A new needle valve comes with the rebuild kit but, as recommended

HIF



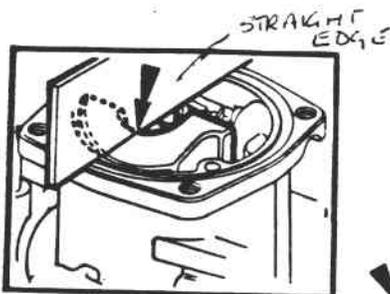
before, this should be discarded in favor of a "Grosse Jet". The float level is adjusted using a 3/16 inch diameter bar (drill bit) as shown below. Carefully bend the metal bar attached to the plastic float until the 3/16 inch distance between the top of the float and the rim of the cover is obtained. Before re-assembly the float chamber, fit a new gasket to the cover.

On the HIF carb, the float chamber is built into the lower part of the carb body (IF - integral float), and the jet assembly is contained within the float chamber. Of course, with this design, there should be no problems with fuel leakage from around the jet, and the only bottom end seal is a large gasket between the float chamber cover and the carb body. To replace the jet, the cover is removed from the bottom of the carb body, followed by the external jet adjusting screw and the internal jet adjusting lever. The float is U-shaped and surrounds the jet assembly, and must also be removed to get to the jet assembly. The float is secured by pivot screw through from the outside of the carb body. As with the HS4 carb, the jet assembly is secured by a jet locking nut. Unscrew this nut to remove the jet assembly.



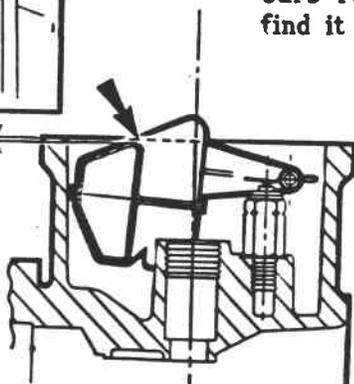
Re-assembly is in the reverse order. There is a fiber washer at the top of the jet assembly to renew, and the jet centering and tightening procedure is the same as with the H4 and HS4 carbs. Replace the needle valve with a "Grosse Jet" plus a new fiber washer. The float is replaced and secured by the screw, with a new fiber washer, through the side of the chamber. On re-assembly, it is advisable to put a little "Loctite" on the threads of this screw because it has a tendency to come un-done! The float level on the HIF is adjusted by obtaining an approximately 5 thousandths distance from the rim of the chamber using a straight edge as shown at left. Replace the jet adjusting lever and ensure that it connects correctly with the jet, and replace the external jet adjusting screw with a new O-ring seal. Replace the bottom cover plate, with a new gasket, and the job is done!

Both HS4 and HIF carbs have similar throttle shaft assemblies. As with the H4 type carb, the throttle shaft should be examined for signs of wear. Once again, most of the wear will be on the shaft rather than in the carb body. So a new shaft will effect a considerable improvement without the expense of having the body re-bushed. The throttle shaft on the HS4 and HIF carbs do not need to be drilled for a pin to secure the throttle stop, and so are much easier to replace than their counterparts on the H4. Also, the HIF has seals on the shaft which should also be replaced.

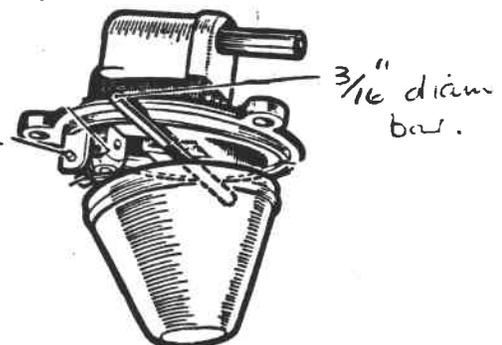


Well, that about covers the most pertinent features of an MGB carb rebuild. With a shop manual for reference, you should not find it a difficult job. If you have any questions, give me a call.

HIF
FLOAT
CLEARANCE



HS4
FLOAT
CLEARANCE



The Spring Rally Report

By Robert F. Davis

The spring rally was held on Sunday, May 22 and resulted from the efforts of Mel Baker and Pete Micken. The weather started out poor, with thunder storms and finally light rain. Faye and myself were determined to drive the TD so we waited until the rain was very light before leaving home. Mel Baker, Pete Micken, the Groovers and Holcombs were at the parking lot as the sun came out. There was also, Ted Dixon, who stopped with his MGB and looked at all the fine cars.

We chewed the fat and naturally were the last to leave. The rally was laid out in some nice areas touring parts of Pungo and those pleasant back roads in Chesapeake. As the day went on the temperature climbed and humidity was high.

We saw Dave Bowling, driving a nice TR3 several times and stopped to chat with Barry Jordan and navigator Bill Clements when the draw bridge interrupted traffic. Barry and Bill mentioned casually how a motorcycle gang had surrounded the Midget while the two occupants were looking for answers to the various gimmick questions that must be answered along the way. Later we exchanged comments with Jerry and Margie Moore, driving their MGB and passed Don Jones and his daughter, Teri. It was fun to stop along the way and pick a butter cup, a red ribbon left by the hosts, a small stone and place them in our official plastic rally bag.

After several hours Faye and myself were so hot and annoyed with motorists beeping and yelling obscenities that we decided to pack it in, change clothes, and head for the feast at the N.A.S. Ocenana Picnic area. A feast it was. Pete and Cheryl Micken, Rhonda Strobridge, Jeff Burns, and Mel Backer grilled chicken, and provided beans, salads and all those fine things that back yard cook outs are made of. The meal was outstanding.

From the point of view of the serious rally master the spring rally was elementary. From my point of view the rally was a challenge, a test of patience and endurance. Richard Hall and myself laid out a rally several years ago. There is a tremendous amount of work involved. The Ashes, Gordons, Roy Wiley, Richard Hall, Bob McClaren, Pete Micken, Mel Baker and others have all worked extremely hard to give their prime time so our club can have rallies as part of the variety of events. The effort was most appreciated !

The awards were presented after eating and are as follows:

Don & Terri Jones	58 MGA	First
Chris & Shelly Holcomb	62 MGA MK II	Second
Tony & Barbara Perino	Jag	Third
Roy & Pam Wiley	52 TD	Last

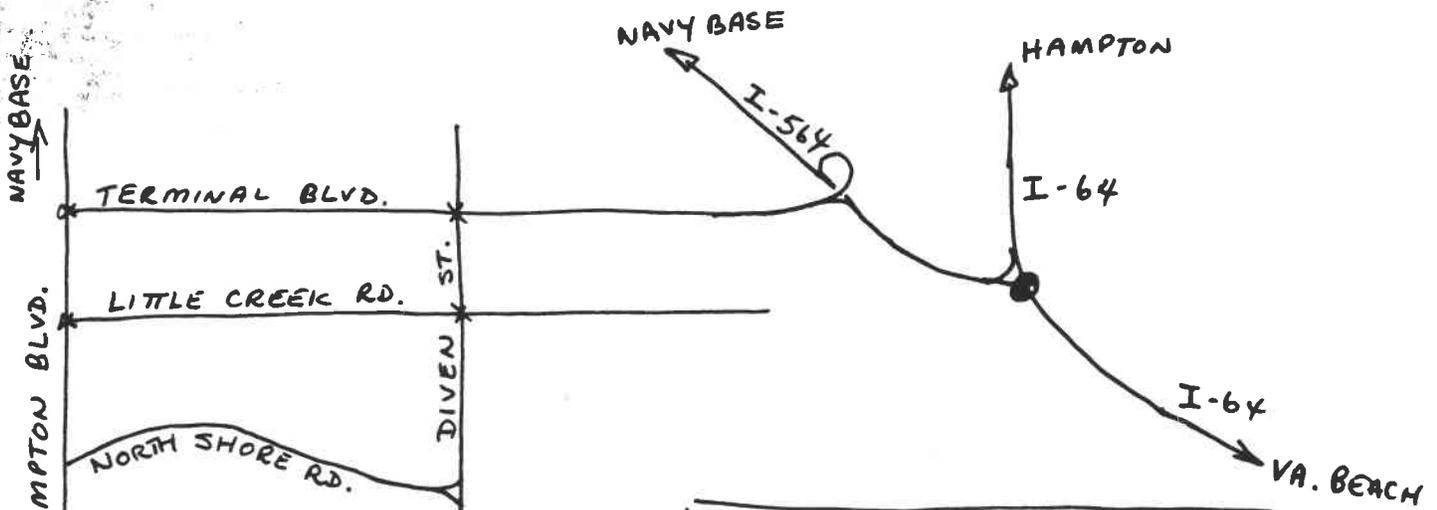
FOR SALE:

1976 MGB. Original owner, w/all records; completely rebuilt engine with only 175 miles on it; new clutch and brake system; \$1,995.00. Call PAUL WANG, 427-0030 after 7 p.m.

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