

THE LOUISIANA CENTRE OF THE MG CAR CLUB

NEWSLETTER

MAY

OFFICERS FOR 1984

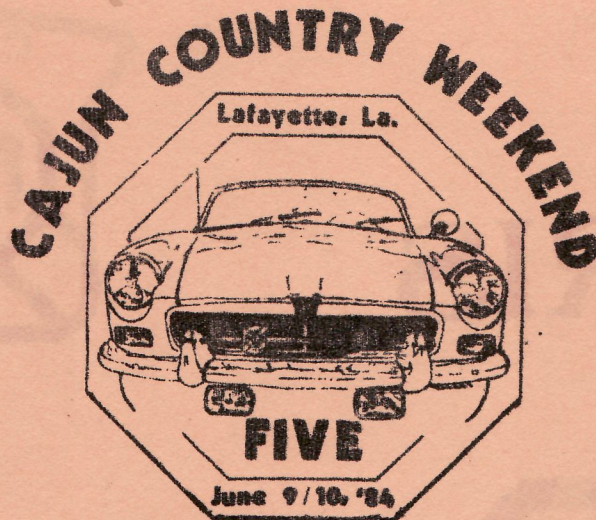
PRESIDENT..... JOHN WINTER
469-5253 (H)
VICE-PRESIDENT..... RODGER TALLEY
431-8053 (H)
SECRETARY-TREASURER..... SNUBBS BIENVENU
1-536-4193 (H)
MEMBER-AT-LARGE..... AUDREY KENNEDY
885-7021 (H)
MEMBER-AT-LARGE..... C. J. TARAVELLA
652-2243 (H)
NEWSLETTER EDITORS..... PEGGY BIENVENU
1-536-4193 (H)
KATHIE WINTER
469-5253 (H)

UPCOMING EVENTS :

Sunday, May 20th - Autocross in Baton Rouge. Independence
Blvd. Registration 8:30 - 10:30. First car-10:30.
- Crawfish Boil & British Car Day at
Lafreniere Park. 10:00 - 6:00 at Shelter #3.
Sunday, May 27th - Autocross at Biloxi Arena in Biloxi,
Miss.
Tuesday, May 29th - General Meeting at 8:00p.m. at Big
Cheese Pizza on Vets. Blvd. in Metairie.
Saturday & Sunday, June 9th & 10th - Cajun Country Weekend
Five in Lafayette (see inside for all details).
Sunday, June 3rd - Autocross in Baton Rouge.
Sunday, June 17th - Autocross at Belle Promenade Shopping
Center in Marrero. Pre-register on or before
Saturday, June 16th.
Sunday, June 23rd - Autocross in Pensacola, Fla.

MINUTES OF APRIL MEETING :

Meeting called to order at 8:29 p.m.
Treasurer's report - \$586.00.
A report on Cajun Country Weekend was given.
Crawfish Boil on Sunday, May 20th at Lafreniere Park in
conjunction with the Healey Club.
Upcoming events were mentioned.
50/50 was won by Raymond Langlois.
Door prize was won by Jim Van Sickle.
There were 13 members present.



WHEN : SATURDAY , JUNE 9th and SUNDAY , JUNE 10th

WHERE : LAFAYETTE , LOUISIANA

HOTEL ACCOMMODATIONS : Sheraton Town House Inn
1020 Pinhook Rd.

phone #(318)234-7471 Lafayette,La.

You should make your own reservations. Just tell them that you are with the M.G. Car Club.

W E E K E N D S C H E D U L E

Saturday, June 9th.....8:00 a.m. Meet at Pappy's on the corner of Vets. and Williams. We will be leaving there by 8:30 a.m.If you can't meet us there,don't worry,we will be stopping for breakfast at the Pitt Restaurant on Essen Lane (I-10,Exit 160)in Baton Rouge.
4:00 p.m. Car Show
6:00 p.m. Dinner & Awards(see form below)

Sunday, June 10th.....9:00 a.m. Registration for time-speed-distance rally. First car out at 10:00 a.m
There will be awards for two classes - British cars & non-British cars.

TRY TO MAKE IT ! WE ARE GOING TO HAVE A GREAT TIME !

This year the Acadiana Sports Car Club (our hosts) are going to try something different. Instead of going out to a restaurant for dinner on Saturday night, we will be provided with a pool-side buffet. You may choose either crawfish or beef shish-ka-bobs. The price is \$7.00 per person (\$3.50 for children). Beer and soft drinks will also be provided. Please fill out the form and return at the May meeting if you plan to join us. If you can't be there,please mail to club p.o. box no later than June 1st.

_____ CRAWFISH _____ SHISH-KA-BOBS

NAME : _____
PHONE : _____

ENCLOSED : \$ _____

TALLEY'S TECH TIPS

BY

RODGER TALLEY

THE FOLLOWING IS AN ARTICLE FROM PAECO INDUSTRIES QUARTERLY TECH TIPS NEWSLETTER. I FEEL THIS ARTICLE WOULD BE INTERESTING TO MG OWNERS WHO ARE ALWAYS STRIVING FOR THAT EXTRA BIT OF HORSE-POWER FROM THEIR ALREADY OVERWORKED POWERPLANT.

EXHAUST HEADERS

ONE OF THE MOST COMMON BOLT-ON ITEMS IN THE AUTOMOTIVE WORLD IS THE EXTRACTION EXHAUST MANIFOLD OR HEADER. THE INSTALLATION OF A GOOD HEADER USUALLY RESULTS IN A NOTICEABLE IMPROVEMENT IN PERFORMANCE IN THE MID AND UPPER RPM RANGES OF AN ENGINE AND IS QUITE POPULAR FOR THAT REASON. LET'S LOOK AT THEM AND SEE WHY:

OUR SEARCH BEGINS WITH A LOOK AT THE PART THAT THE HEADER REPLACES - THE STOCK EXHAUST MANIFOLD. THIS ITEM HAS A VERY SIMPLE FUNCTION - IT PROVIDES A MEANS OF GETTING THE EXHAUST GASES OUT OF THE ENGINE AND INTO THE MUFFLER SYSTEM OF THE CAR. STOCK EXHAUST MANIFOLDS ARE USUALLY MADE OF HEAVY CAST IRON AND MAY HAVE SEVERAL ABRUPT BENDS. IN MANY LATE MODEL CARS, A CATALYTIC CONVERTER MAY ALSO BE BUILT INTO THE MANIFOLD DESIGN. VERY SELDOM IS MUCH THOUGHT GIVEN TO HIGH PERFORMANCE IN THE DESIGN OF A STANDARD MANIFOLD - THE EMPHASIS IS ON LOW PRODUCTION COST. AS A RESULT, THE STOCK MANIFOLDS NOT ONLY DON'T INCREASE ENGINE POWER OUTPUT - THEY ACTUALLY DECREASE IT, WITH THEIR SUDDEN TWIST AND RESTRICTED PASSAGES. THOSE WITH CATALYTIC CONVERTERS ARE EVEN MORE RESTRICTIVE.

NOW LET'S LOOK AT THE HEADER. IN PLACE OF THE CAST IRON, TUBULAR STEEL IS NORMALLY USED BECAUSE IT IS EASIER TO FORM INTO SMOOTH CURVES. WHEN PROPERLY DONE, THESE CURVES GIVE LITTLE OR NO POWER LOSS. THE CATALYTIC CONVERTER IS ALSO ELIMINATED, WHICH DOES AWAY WITH ANOTHER NEGATIVE FACTOR. BESIDES JUST STOMPING OUT BAD POINTS, A WELL DESIGNED HEADER WILL ALSO HAVE SOME BUILT-IN GOOD POINTS - THE TUBULAR PASAGES WILL USUALLY BE LARGER TO ACCOMODATE THE RAPID FLOW OF EXHAUST GASES AT HIGH RPM, AND THE PIPES WILL BE "TUNED" TO PROVIDE A SCAVENGER EFFECT. THE SCAVENGER EFFECT IS THE HEART OF A GOOD HEADER AND WILL GIVE A VERY HEALTHY POWER BOOST TO AN ENGINE. TO UNDERSTAND IT, WE NEED TO LOOK AT CAM-SHAFT VALVE TIMING FOR A MOMENT.



THE CAMSHAFT OPENS THE INTAKE VALVES TO ALLOW THE PISTONS TO PULL THE FUEL/AIR MIXTURE INTO THE CYLINDERS. IT ALSO OPENS THE EXHAUST VALVES TO ALLOW THE PISTONS TO PUSH THE BURNED EXHAUST GASES OUT OF THE CYLINDERS. MOST CAR NUTS ALREADY KNOW THIS.

CONTINUED

EXHAUST HEADERS

- CONTINUED -

BUT DID YOU KNOW THAT FOR A SHORT PERIOD OF TIME, BOTH THE INTAKE AND EXHAUST VALVES ARE OPEN?!! THE REASON IS TO ALLOW A MORE EFFICIENT FLOW OF GASES, AND THE TUNED HEADER TAKES ADVANTAGE OF THIS. GASES HAVE INERTIA JUST LIKE ANY OTHER MOVING BODY, WHICH IS TO SAY THAT WHEN THEY BEGIN MOVING IN ONE DIRECTION, THEY TEND TO KEEP MOVING THAT WAY. THE INERTIA OF THE INTAKE GASES ALSO SERVES TO PUSH THE EXHAUST GASES OUT OF THE CHAMBER, MAKING FOR MORE EFFICIENT CLEANSING OR SCAVENGING. YOU CAN THINK OF THE TWO TYPES OF GASES AS ASSISTING EACH OTHER ON THEIR JOURNEY THROUGH THE ENGINE. OF COURSE THE INTAKE GASES ARE VERY QUICKLY CHANGED INTO EXHAUST GASES ONCE THEY ARE IN THE CYLINDERS.

ANOTHER FACTOR WHICH COMES INTO PLAY AT HIGH RPM IS INVERSION. THIS OCCURS JUST AS THE EXHAUST GASES LEAVE THE HEAD PORTS AND PASS INTO THE HEADER AT THE FLANGE. IF THE HEADER PIPE IS LARGER THAN THE PORT, THEN THERE IS A SMALL "STEP" THERE. AT ONE TIME, SUCH A STEP WAS THOUGHT TO BE BAD, BUT IN RECENT YEARS IT WAS DISCOVERED THAT A STEP OR PASSAGE ENLARGEMENT WAS NECESSARY TO PREVENT SOME OF THE GASES FROM ACTUALLY GOING FROM THE MANIFOLD FLANGE BACK ALONG THE WALLS AND INTO THE CYLINDER. ON STOCK MANIFOLDS, THE FLANGE OPENING MAY ACTUALLY BE SMALLER THAN THE PORT OPENING, OR MAY BE SO MISMATED THAT THERE IS A STEP ON ONE SIDE ON THE PASSAGE OF THE OPPOSITE TYPE. THIS REVERSE STEP CAUSES INVERSION AND INTRODUCES EXHAUST GASES BACK INTO THE CYLINDER TO BE MIXED WITH THE FRESH FUEL/AIR CHARGE - NOT SO GOOD, AT BEST. IN CHOOSING A HEADER, MAKE SURE THE FLANGE OPENING IS LARGE ENOUGH.

IN DESIGNING HEADERS, SOME THOUGHT MUST BE GIVEN TO THE RELATIVE LENGTHS OF THE PRIMARY AND SECONDARY PIPES. PRIMARY PIPES ARE THOSE THAT CONNECT DIRECTLY TO THE HEADER FLANGE AND THE SECONDARY PIPES CONNECT THE PRIMARYS TO A COLLECTOR. THIS USUALLY JOINS UP WITH THE EXHAUST PIPE UNDERNEATH THE CAR. MANY HEADERS FOR ONE REASON OR ANOTHER DO NOT HAVE ANY SECONDARY PIPES, AND THE PRIMARYS JOIN DIRECTLY TO THE COLLECTOR. THE VERY BEST HIGH PERFORMANCE HEADERS WILL HAVE EQUAL LENGTH PRIMARY TUBES, BUT ON A STREET MACHINE THIS IS USUALLY IMPRACTICAL BECAUSE OF SPACE LIMITATIONS UNDER THE HOOD. MOST EQUAL LENGTH HEADERS ARE ALSO VERY EXPENSIVE BECAUSE OF THE CONVOLUTIONS THAT THE PIPES MUST GO THROUGH TO END UP AS EQUAL LENGTHS. IN IMPORT CAR ENGINES THEY ARE VERY RARE.

IN GENERAL, HEADERS WITH PRIMARY TUBES WILL GIVE MAXIMUM POWER IN THE UPPER RPM RANGES. THIS MAKES THEM VERY DESIRABLE FOR RACING ENGINES. ON THE OTHER HAND, HEADERS WITH SECONDARY PIPES WILL GIVE A GOOD MID RPM BOOST, WHICH IS DESIRABLE FOR A STREET ENGINE. AGAIN, SPACE LIMITATIONS MAY BE THE ULTIMATE DICTATOR. IF THERE IS NO ROOM FOR SECONDARY PIPES, THEN YOU CAN'T HAVE THEM. LONG PRIMARYS CAN THEN BE USED TO LOWER THE EFFECTIVE POWER RANGE DOWN INTO THE MIDDLE RPM BAND. FOR STREET ENGINES YOU WANT A HEADER WITH EITHER SECONDARY PIPES OR LONG PRIMARYS.

CONTINUED

EXHAUST HEADERS

- CONTINUED -

IN THE HEADER GAME, QUALITY IS ELUSIVE TO PIN DOWN UNLESS YOU KNOW WHAT TO LOOK FOR. GENERALLY, YOU WILL WANT A HEADER MADE FROM 16 GAUGE TUBING (18 IS TOO THIN TO LAST) THAT IS SLIGHTLY LARGER THAN YOUR STOCK MANIFOLD PASSAGES. THE PRIMARY AND SECONDARY PIPES SHOULD BE DESIGNED TO GIVE YOU POWER IN THE RPM RANGE WHERE YOU WANT IT, AND FOR CONVENIENCE THE COLLECTOR SHOULD ATTACH TO YOUR STOCK EXHAUST TUBING FOR EASY INSTALLATION.

IN CONCLUSION, EXHAUST HEADERS OFFER A QUICK AND EASY WAY TO PICK UP SEVERAL HORSEPOWER IN THE MID TO UPPER RPM RANGE. THEY ARE BY FAR THE MOST POPULAR BOLT-ON PERFORMANCE ITEM ON THE MARKET, AND A GOOD ONE WILL MAKE A NICE ADDITION TO ANY ENGINE.

A WORD FROM THE PRESIDENT

I just received the latest issue of MG Magazine and there are a lot of MG Conventions going on around the country. These events are drawing well over a thousand people! On Sunday, May 20th, there will be a British Car Day in Lafrieniére Park and I hope the start of an annual event. Our Cajun Country Weekend in Lafayette, La. (June 9 & 10) will be the fifth and promises to be the biggest ever with several area clubs represented.

I've had an MG for fifteen years now and I think British Cars give their owners a disease that sneaks up on you - I paint my MG more than I wax it !

.....J. Winter

DISCOUNTS

Please support the following dealers who are generous enough to offer a discount to MG Club members:

GENUINE PARTS
500 Shrewsbury Rd.
Jefferson, LA

FOREIGN PART MARKET
3949 Vets. Blvd.
Metairie, LA

SLACK IMPORTS
3612 18th St.
Metairie, LA.

DOCKSIDE
3443 Tchoupitoulas
New Orleans, LA

AUTO MECHANICAL SERVICES
I.A.I.
3118 Ryan Street, Lake Charles, LA.
(318) 436-8017

~~JUNE~~ 1984
May

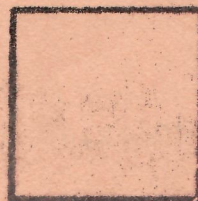


MORRIS



AZETTE

LA. M.G.C.C.
P.O. Box 2112
Reserve, LA. 70084



TO:

