

HINTS FROM AUSTIN'S MORRIS GARAGE

Hi, Everybody,

As a deviation from MGs for a change, I thought you might be interested in enjoying a free and exiting site I found on the internet.

At last month's meeting, I promised to send the following Web site address where you might enjoy some wonderful photos from outer space.

They are really spectacular. Unfortunately, many of you have me blocked or I do not have your correct e-mail address (you can unblock jdaustinmg@cyberhotline.com for future messages from me, or send me your correct address if you did not get it). I have Norton, and all sent messages, including attachments, are screened for viruses. What follows is what some of you have already received:

Here's the procedure:

The site address contains the source and the date. To see whichever date you wish, do the following.

In the address line while on the Web, type in the following. **NOTE:** where the 6 x's are, you type in the date you wish to see (following this address is a sample of the format). (You can copy the underlined text here and paste it on the address line and add a date as below.)

[http://antwrp.gsfc.nasa.gov/apod/ap\(040103\)03.html](http://antwrp.gsfc.nasa.gov/apod/ap(040103)03.html) (040103 for example). The first two digits represent the year; the next two, the month; and the final two the date. Just type in any date you wish, and designate it as a favorite. Then, you can change the date by either highlighting the six digits or deleting them and entering a new date (from 6-16-95 [950616] and later to today's).

With each photo are given credits, an explanation of what is being viewed, followed by a spot on which you can double click to see the next day's photo (except early on in the series). (October 14, 2002 [021014] is really a mind boggler!)

Dee and I are sure you'll enjoy this site (you may even get stuck there for hours).

As far as MG is concerned, I offer the following:

Several people have asked about the proper routing of the carburettor drain pipes. If you have the short replacement versions (tube about three inches long), the rest of this hint is moot.

But if you have the original or long replacement pipes (the longest of the two, for the rear carb, is about 25 inches) they are bent toward the front of the engine at the point where the bend will produce a path where the pipe reaches the front engine plate and where a shaped metal clip to accommodate two pipes should be. There the pipes are bent downward through the clip, the longest one being cut to match the length of the other one. *Always use the proper tube bender to avoid kinking the tubing.*

The clip is mounted to the inside of the front engine plate. The clips and pipes are listed in both Moss and Abingdon catalogs.

Whichever the case may be, you should always beware that if the carbs overflow, the fault should be immediately corrected. The usual culprits are:

- 1) The needle in the float valve does not seat because of dirt in under its needle: CLEAN.
- 2) The needle is badly or unevenly worn and has rotated to a spot on the seat that allows fuel to pass: REPLACE.
- 3) The float has a leak and has sunk or is partially full of gas and sinking: REPLACE.

The cures for the above, of course, are to take the appropriate action(s). It's probably a great idea to carry at least one needle and seat assembly and one float as spares any time you venture out on the streets or highways.

Don't toss the faulty float, though, through a baking and resoldering process, it may be saved.

Some folks worry about fuel pump pressure being the cause of carb overflow. However, unless you have installed a very high-pressure American or other pump, this is not a worry.

Regards to all, Jerry