

January
January 7, 2011

Chapter of the
[Vintage Triumph Register](http://www.vtr.org)
Website:<http://www.vtr.org>



[Temple of Triumph](http://www.TempleofTriumph.org)
Tallahassee, Florida
website: <http://www.TempleofTriumph.org>

Temple Tablet

Next Meeting, Holiday Party at Dean & Dianne's House, 4:00 PM, Saturday, January 22, 2011

9080 Old Chemonie Rd. Tallahassee, FL – (Old Chemonie Road is on
the right, off Centerville Road going north toward Miccosukee)
see Dean's Map

Dirty Santa Gifts \$15 max, A-E desserts, F-K sides, L-Z salads or
snacks

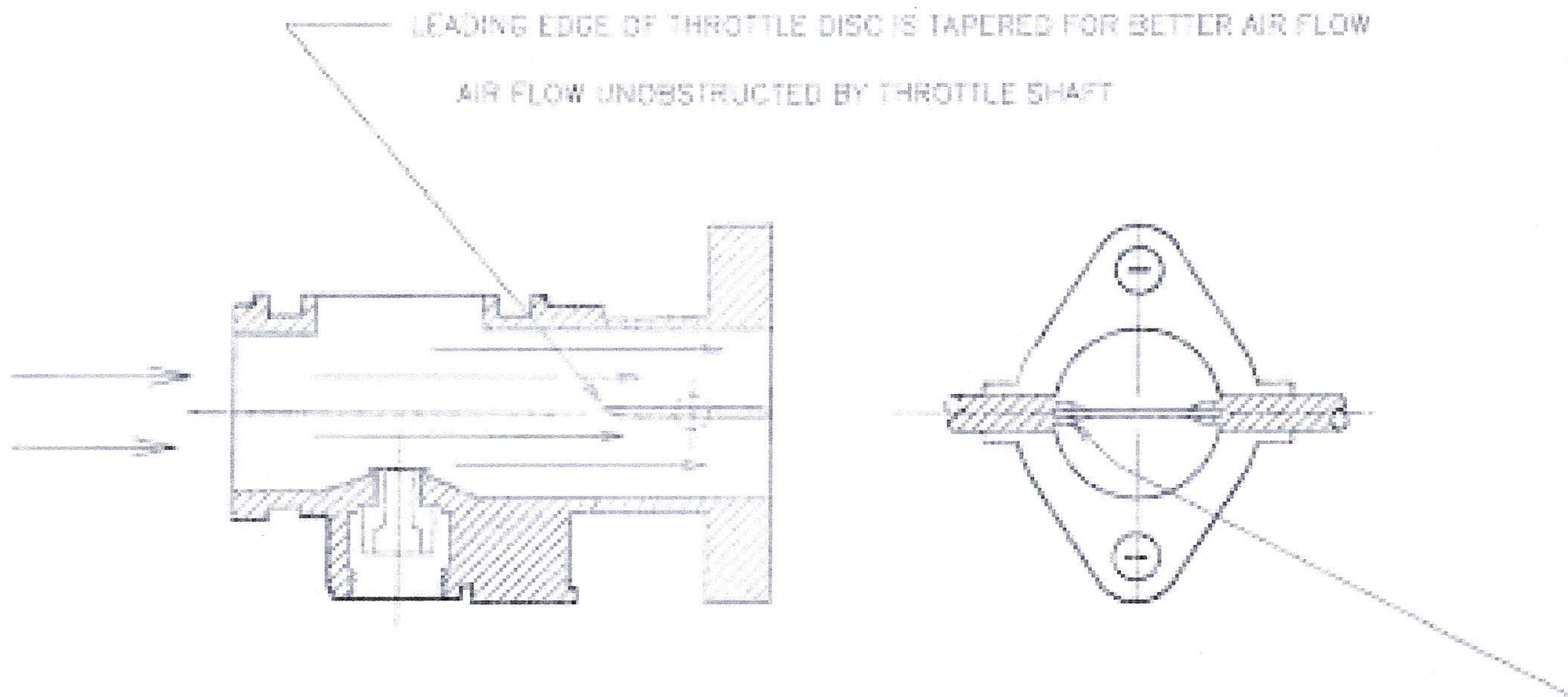
SUs verses Strombergs and Why Not?

On the subject of fuel and its effect on carburetors in our cars, I don't know if you have noticed, gasoline is not improving in "quality." In fact our current available gasoline is 10% ethanol and I have read reports that it is going to become 15% ethanol soon. Andre has been talking to me about the strombergs on his TR6 and the rubber seals are leaking again. They are supposed to be the kind of seals that withstand the erosive effects of ethanol but they haven't for him.

I was talking to a Rimmer Brothers representative at the last VTR meeting at Jekyll Island, Georgia about the dilemma with gasoline in the US. He stated flatly, "he did not like SU carburetors." Well, I do not have a personal affection for one carburetor over another but I do have an affection for Triumphs. I do not have a reasonable explanation for this affection but it has steadily increased as time has passed. Go figure. I really do want them to run as smoothly as possible.

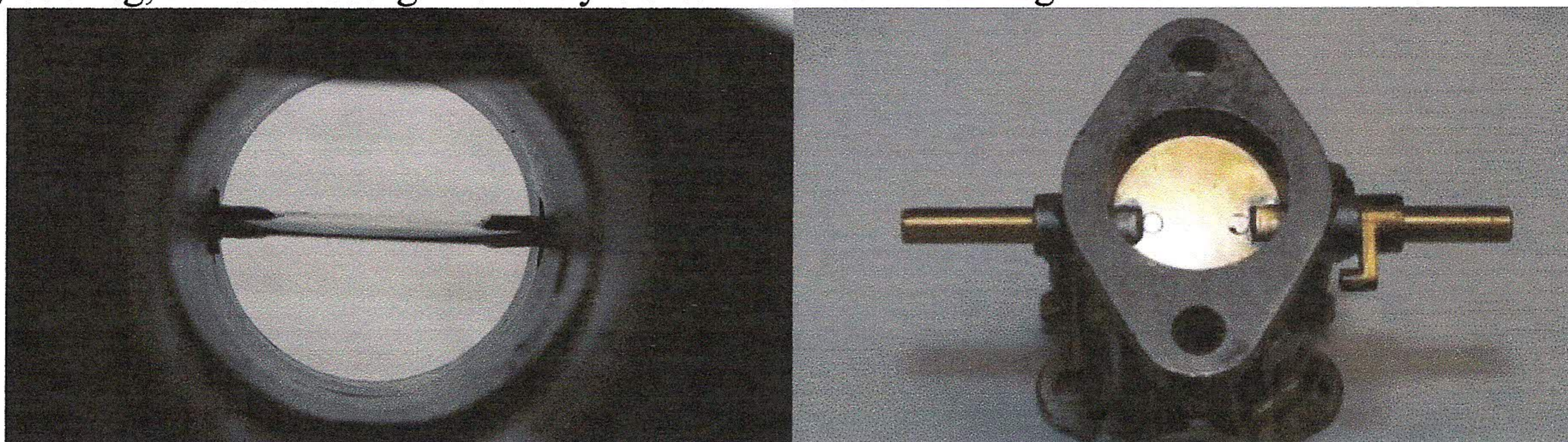
Anyway SU carburetors do not have rubber seals. They were originally on Triumphs and were removed only when MG forced the change. It might be time to glance back in time and look at the SU as a possible solution for our current problem. I know, I know, originality is an issue but let's talk about the survival of our unreasonable fascination with old "antique" sports cars and the fact that standing on the side of the road in the hot Florida sun is no picnic.

Blair Engle has been working on and improving (slightly) SU carburetors for some time now. He is offering some reasons for using SUs. Incidentally these reasons are ones he has improved on himself I give you Blair Engle. David Knopf



Recently there has been some discussion of the pros and cons of modifying or removing the Jet Bridge from SU carburetors. This is not a good idea as the bridge performs a very important job. As air flows through the throat of the carburetor, the bridge is designed to restrict this flow causing the flow to accelerate. This creates a lower pressure beyond the bridge, causing a pressure drop that is transferred through a hole in the bottom of the dash pot piston, causing it to rise. The rising piston draws the tapered needle up enriching the mixture. Any change in the shape of the bridge, will decrease the vacuum and upsets the enriching process

I have another modification that I used back in the '80s when I was racing with Manley and Greg. The drawing shows the removal of the center section of the throttle shaft and securing them to the butterfly with solder. The throttle shaft ends are thinned and tapered for better air flow. I also put a knife edge on the leading edge of the throttle disc. This is a delicate process, I have developed the necessary tooling, and am adding this to my SU carburetors rebuilding service.



(THROTTLE SHAFT CENTER SECTION IS REMOVED, AND THROTTLE DISC IS SECURED TO SHORT SECTION OF SHAFT BY SOLDER)

Through the years, I have found many SU carburetors from MG T's and MG A's that have had new throttle shafts installed – i.e. the throttle stop pinned such that the butterfly is not exactly totally open. Just a few degrees off will enlarge the size of the shaft/butterfly obstruction of the air flow through the carburetor. I have developed a tool that locks the butterfly on dead center while I drill the new pin hole in the throttle shaft. We specialize in the restoration and modification of all SU carbs. Feel free to contact me if you have any questions. Blair Engle, The Classic MG Shop 850-385-2821 bengle001@comcast.net

