

AN EXHAUSTING SUBJECT BY JIM

Alistair Caton raced an M.G.Midget for a couple of seasons and although the car was prepared by Naylor Bros, various specialists were involved in the development. One of these companies was G.R.V. Developments based near Rochdale, just off the M 62.

Being impressed by G.R.V.'s professionalism and equipment ,(Full rolling road and Engine monitoring kit), Alistair took along his Naylor to see what could be done. After re-profiling the carburettor needle and giving a full tune up G.R.V. pronounced that although the engine was running much better, it was being held back by inadequate breathing as the standard Morris Ital. exhaust system was too narrow to allow unrestricted gas flow. He was advised to call on Tony Law, a man who can do to steel tubing what a chef can do to spaghetti ! Tony was duly given the brief to fit a free flow 2" exhaust system as close under the body as possible to aid ground clearance. On completion, the car went again to G.R.V. where it showed an amazing 20% increase in BHP at the rear wheels !

Having heard the glad tidings I soon followed suit and had the exhaust fitted, then found myself at G.R.V.'s where Eighty Nine was subjected to "the treatment".....Off came the distributor cap, plug leads and high tension lead which were duly tested and the HT lead replaced...Out came the distributor body to be place in the vice on the bench where the condensor, rotor arm and points were all replaced and set up before the unit was re-assembled. In went four new plugs and the engine was started. The spark timing for each cylinder showed clearly on the screen and the distributor was slowly turned until the ignition was spot on throughout the rev range.

Next came the carburettor....When the jet was set for correct mixture at tickover, the mixture was too weak at higher revs, and vica versa, Off came the air cleaner and suction chamber and out came the carburettor needle, which was subjected to some gentle filing on the bench. On re-assembly there was a marked improvement, but the process was repeated three times before satisfaction was expressed and the rolling road showed perfect ignition and mixture settings throughout the range.

These modifications at a cost of £280 for the exhaust and £70 for the tune up(including all the parts), along with the new front and rear Spax shock absorbers have transformed Eighty Nine....Instant starting, no more pops and bangs on the overrun, no more grounding the exhaust, and all in all a much improved ride. The car is much more tractable and free revving, giving altogether the feel of a larger engine.

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