

Stopping the Beast from juddering (MGB 1800) ⁷⁻⁰⁷⁻⁰⁵

Does your lovely NG with its new unleaded engine conversion shake and judder, even trying and succeeding to run backwards for a few revolutions when you turn it off? Have you tried every combination of ignition setting, mixture strength, plug grades and anything else you can think of including anti run-on valves all to no avail? Have you considered selling your little toy, including all the associated bits and pieces for what you can get and putting the money into a hot hatch turbo diesel that is at least expected to shake and rattle? A year ago that was the situation I was in. I have since bought the turbo-D, very good with no shake and only a little rattle, but for the cost of a phone call have returned to NG pleasure. I am sure everyone else knows this, but for those of you that don't here is my little bit of common knowledge kindly given to me by the MGB Hive during a desperation phone call for advice.

1. Use Shell Optimax fuel (expensive)
2. Set the tick over as low as possible (I always did)
3. Now the important bit. When turning off the ignition, wait a moment for the engine to start to stop and then floor the accelerator pedal.

The engine will stop cleanly with only a rattle from the carburettor dash pots. IT WORKS FOR ME!! When using Optimax the engine will often stop cleanly without pressing down the pedal but not always, so it is best to get into the habit of pressing every time. Using 95 grade fuel makes very little difference to the general running but it will always stop badly unless the pedal is pressed. So my advice is to always press and save a few pence a litre using 95.

Richard Bailey