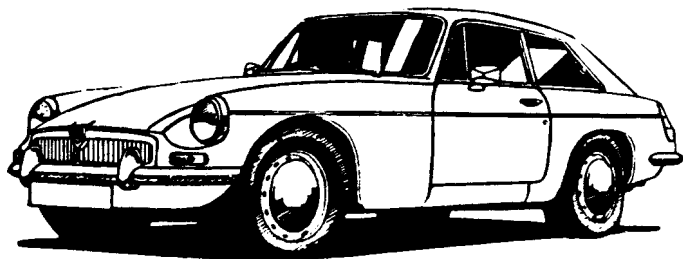


The MG V-8 Newsletter

Volume One

June, 1993

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The Newsletter

The purpose of The MG V-8 Newsletter is to serve as a source of information and communication for anyone interested in V-8 (or V-6) MG automobiles. The newsletter is published every six months by:

Kurt Schley
1855 Northview Rd.
Rocky River, Oh 44106

Readers are encouraged to contribute articles, information, or any suggestions about what they would like to see in future editions.

Future Features

As the newsletter grows, these features will be included:

- 1) A directory or register of MG conversion owners
- 2) A technical answers column to address questions submitted by readers.
- 3) Upcoming Events
- 4) Photos
- 5) Extensive articles each issue covering the many aspects of MG conversions I.E. Exhaust, Suspension, Cooling, etc.
- 6) Profiles of V-8 Owners and their cars

Technical Advisors:

Glen Towery - Towery Foreign Cars

John Kuhar - Specialty Parts and Services

John Twist - University Motors

This is the first issue of the MG V-8 Newsletter. The genesis of the newsletter was actually about five years ago when I purchased a fairly rough 1973 MGB. I loved both the handling and the looks of the car but was devastated when I lost a drag race with a Ford Escort driven by my wife. My machismo reeling from this incident, (and after checking her car for a hidden Nitrous Oxide system), I decided that the anemic MG powerplant would have to be either uprated or totally replaced.

Some preliminary research revealed that in order to achieve horsepower in the 150+ range with the stock 4 cylinder would be extremely expensive and reliability, in daily driving, would nose dive. An alternative was swapping an American engine into the "B". A friend directed me to a local repair shop where the head mechanic owned an MGB with a Chevy 327. By his own admission, the handling of the car was terrible and corners had to be taken carefully. The cast iron V-8 was a couple of hundred pounds too heavy for the MG.

Just about this time I happened to visit Steve Chivington at Omni Specialties, a Cleveland company servicing British sportscars. Steve mentioned that he had an aluminum V-8 stored away and was intending to install it in an MGB. Responding to my eager questions, he gave me a brief lecture on Ken Costello's V-8 conversions and the fact that the GM 215 engine weight was comparable to the stock 4 cylinder.

That afternoon was spent on the telephone calling every junk yard in Northeast Ohio. Two weeks later, a '63 Olds 215 engine was on it's way home in the bed of my truck. Since then I have been spending all of my scarce free time completely rebuilding my MGB in preparation for the installation of the V-8. Concurrently, I have been actively seeking any and all information about the conversion and the 215 engine. This search has almost become a second hobby.

Over the last couple of years I have managed to locate and contact about a dozen MGB V-8 owners. Two drive imported stock MGB GT V-8s, the remainder are conversions. Without exception, each of these owners has been extremely friendly and eager to talk about their car. The idea for a newsletter was born when a conversion owner mentioned that it would be nice if there was some way that MGB V-8 owners could communicate among one another and share their experience and tips.

From this comment, this newsletter was conceived. As you can see, the format is rather crude as I don't currently have access to a desktop publishing program and this issue is being generated on a simple word processor. As with many start-up publications, improvements and a measure of sophistication will be quickly instituted. However, in order to do this I must get feedback from the readers. Technical information, sources of parts and services, your experiences building your conversion, would all be most gratefully received. With the permission of the owners, an upcoming issue will include the names and addresses of the MGB V-8 owners of whom I am aware.

Critical to the success of the newsletter is my getting in touch with as many MG V-8 owners (and would-be owners) as possible. If you drive or are building/planning an MG conversion or know someone who does, please drop me a line.

SOURCES OF PARTS, CONVERSION KITS, AND SERVICES

- | | |
|--|---|
| Specialty Parts & Services
1050 Lafayette Rd.
Medina, OH 44256
216-225-8026 | * Large inventory of 215 and conversion parts
* Complete machine shop
* Do conversions
* See advertisement in this issue |
| Towery Foreign Car
P.O. Box 354
Cheswald, DE 19936
302-734-1243 | * Large inventory of parts
* Do conversions as a regular part of business
* See advertisement in this issue |
| Rovers West
4060 E. Michigan St.
Tucson, AZ 85714
602-748-8115 | * Stock inventory of 215/Rover engine & transmission parts |
| Eightparts
731 South Vine Ave
Tucson, AZ 85719
602-622-1290 | * Deal in parts for Triumph TR-8s which use the Rover V-8 |
| TS Imports
Pandora, OH 45877
800-847-1806 (Ohio)
800-543-6648 (National) | * British car wrecking yard, usually have 215/Rover V-8s and transmissions |
| V6MGB Conversion
P.O. BOX 741992
Dallas, TX 75374 | * Offer a kit for installing the Ford 2800 cc V-6 in MGBs |
| MG International
International House
Lord St.
Birkenhead, L41 1HT
England | * Carry stock MGB V-8 parts |
| Doug Bromenshenkel
3858 Maxwell St.
Lexington, OH 44904
419-884-1221
10 - Noon Mon-Thurs | * Has large stock of 215 parts |
| Bakers Auto Repair
19552 40th P1 NE
Seattle, WA 98155
206-363-5088 | * Stocks 215 parts
* Specializes in 215 modifications including installing Buick 300 crankshafts |
| Car Products & Specialty Parts
P.O. Box 96
Paragonah, UT 84760
801-477-8213 | * Carry high performance parts for 215/Rover V-8 |

(Cont'd on page 4)

SOURCES (Cont'd)

Team Triumph
P.O. Box 3594
Warren, OH 44485
216-392-7176

- * Usually has GM or Rover 215 engines and transmissions in stock
- * Large inventory of used MG parts

Brown & Gammons Ltd.
18 High St.
Baldock, Herts SG7 6AS
England
0462-893-914

- * Carry stock and aftermarket parts for the MGB V-8

Jim McKamey
129 Diana Rd.
Portage, IN 46368
219-762-8184

- * Builds 215 engines for autocross and other high performance applications
- * Carries an inventory of 215 parts

CONVERSION MANUALS AND ARTICLES

MGB-Plus
P.O. Box 65081
Vancouver, WA 98665
916-626-0804

- * Conversion manual

The V-8 Conversion Co.
Oak Farm
Green Street Green
Orpington, Kent BR6 6DA
England

- * Conversion Manual

Peterson Publishing
8490 Sunset Blvd.
Los Angeles, CA 90069
(Reprints available from
Peterson Publishing
Library)

- * Article "Aluminum Olds V-8/MGB"- four pages with eight pages outlining an early MGB conversion. Article is in the book "Petersons Complete Book of Engine Swapping No.4"
- * Article "289 + MGB = Sum Fun" - four page article outlining installation of Ford 289 into early MGB. Published in Hot Rod Magazine, February 1969.
- * Article "MGB with Ford" - two page outline of installation of Ford 289 into early MGB. Article is in the book "Complete Book of Engine Swapping No. 2"

LITERATURE COVERING GM 215 ENGINE MODIFICATIONS

Peterson Publishing
8490 Sunset Blvd.
Los Angeles, CA 90069
(Reprints available from
Peterson's Library)

- * Article "Affordable Aluminum v-8's" - very extensive review of the 215 and upgrade information. Published in Hot Rod Magazine March, 1985
- * Article "Modifying GM's Aluminum v-8's" Details several stages of performance modifications for the 215. Published in Hot Rod Magazine June, 1961

MISCELLANEOUS MG V-8 RELATED ARTICLES

- * The May/June issue of "MGB Driver" (The Journal of the North American MGB Register is devoted to the MGB V-8 and contains several articles on stock and Costello converted V-8's.
- * February 1993 issue of "Classics and Sportscar" contains an article titled "Rumble B" which details the building of an MGB V-8 using the new Heritage body shell.
- * June 1974 "Road & Track" has a road test of the stock MGB V-8 by Paul Frere
- * January/February 1993 "MGB Driver" has a comprehensive article on the newest Ken Costello MGB/GT V-8's
- * Vol.3 No.12 of "Abington Classics" magazine (English) contains an article originally written for "Police Review" magazine, reporting on the stock MGB/GT V-8 used as a police car. There is also a story written by an long time owner of a stock V-8.
- * Vol.4 No.9 of "Abington Classics" features a 1974 MGB/GT V-8 as the Car of the Month with a rundown on the car and several pictures.
- * June 1962 "Hot Rod Magazine" has a detailed report on GM's program to turbocharge the aluminum 215 cubic inch engine as it was installed in the Oldsmobile F-85.

Costello Announcement

Ken Costello, the godfather of MG V-8's, has announced that he is opening the MG CENTRE LTD. 8370 Olive Blvd, St Louis, MO 63132. (314)-567-5911. The MG CENTER will be co-owned by long time MG enthusiasts Robin Weatherall and Jack Jenkins. The Centre will perform conversions with fuel injected Rover engines or factory V-8 replicas. The shop will also perform maintenance and restorations on stock MGB's.

ENGINE ALIGNMENT

An excerpt from "MGB Engine Conversion", appearing in the newsletter of the MG Club of Central Florida, by Dan Stewart.

Before you remove the old drivetrain, take some good cardboard or masonite and cut it to fit snugly against the frame and the crank pulley. Then drill a hole in this template to locate the dead center of the crank pulley. Use a felt marker on the frame rails to mark where this template goes. You will use this template later when you are trial fitting your new engine. Now crawl under the car, remove the driveshaft and do the same thing there. This is now your centerline that MG's engineering department determined was the best for a smooth running and vibration-free driveline. You can move the engine up or down, forward or rearward, but you must always stay parallel with the imaginary line through the two holes you have made in your two templates. Otherwise, you will have either a takeoff vibration or high speed vibration that will feel like a bad universal joint.

Now that you have an imaginary line in a side view, you need to be sure when you install the new engine that it also follows down the center line (side to side) of the engine compartment.

ROCKER SWITCH REBUILD

Recently I rewired and refurbished the entire electrical system on my MGB before installing the V-8. As I tested each electrical component, I found that most of the rocker type electrical switches, headlight, heater, flashers, etc., were either inoperative or worked intermittently. Before writing out a check to Moss Motors, I noticed that the switches appeared to be only snapped together. Sure enough, by gently prying at various tabs and ears on the back of the switches they could all be disassembled. Most had only three or four parts.

As each switch came apart I made a mental note of the location of each component. Several of the interior metal contacts were covered with green corrosion or dried out grease, the reason for their demise.

The following steps quickly restored the switches to operable condition:

- 1) Wash all of the plastic switch parts in soap and water, using a toothbrush, then drying with compressed air.
- 2) Clean all of the metal contacts with alcohol, with very fine sandpaper, then another rinse with alcohol.
- 3) Apply a very thin coat of dielectric grease to the parts of the contacts which slide against one another.
- 4) Reassemble the switches, being careful not to break off any tabs.
- 5) Using a continuity tester or multimeter, test the switch.

Using this procedure, I was able to rebuild all of the rocker switches on the dash in about an hour.

As I become aware of an MGB V-8 owner, I normally send them a 4 page questionnaire. The questionnaire asks several questions about their MG, what type of engine they used, exhaust type, etc. The information gathered may be helpful to anyone in the process of planning or building an MGB V-8. Below are listed several categories from the questionnaire and the types of parts and modifications various conversion owners have used on their cars.

Engines

- * Rover SD1
- * Buick/Olds/Pontiac 215
- * Chevy 327
- * Ford 2800 cc V-6

Engine Modifications (Rover/GM 215)

- * Carter 400 cfm 4 barrel carburetor
- * Isky cam w/ 265 degree duration
- * 5/8 diameter oil pick-up tube
- * Enlarged oil galleries on suction side
- * High volume oil pump
- * Roller timing chain
- * Ported heads and intake manifold
- * Crane dual valve springs
- * Offenhauser intake manifold
- * Ken Bell high pressure/high volume oil pump kit

Transmissions/Bellhousing

- * Rover 5-speed/Rover
- * Triumph TR-7&8 5-speed/TR-8
- * '67 Pontiac GTO M20 4-speed/Transadapt (aftermarket)
- * '73 Chevy Vega T350 air cooled 3-speed automatic
- * Stock MGB V-8 4-speed with O.D./ Stock MGB V-8
- * Borg Warner T-50 w/ O.D./Stock 215 bellhousing

Clutch Slave Cylinder

- * Triumph TR-7 or TR-8
- * Datsun 510, 3/4" bore w/ shortened GM throwout bearing fork

Brake Modifications

- * Addition of stock MG booster
- * Drilled rotors

Suspension Modifications

- * Tube shocks
- * Traction Bars - standard bar type
 - 4 link type
- * Front sway bar - 3/4" diameter
 - 7/8" diameter
- * Urethane sway bar bushings
- * MGB V-8 lower control arm bushings

(Cont'd on page 8)

OWNER'S CARS (Cont'd)

Exhaust System

- * Tube headers - stock MGB V-8
- aftermarket
- * Stock manifolds (Reversed so that they exhaust forward. Right side cut and outlet turned for better exhaust angle.)

Cooling System

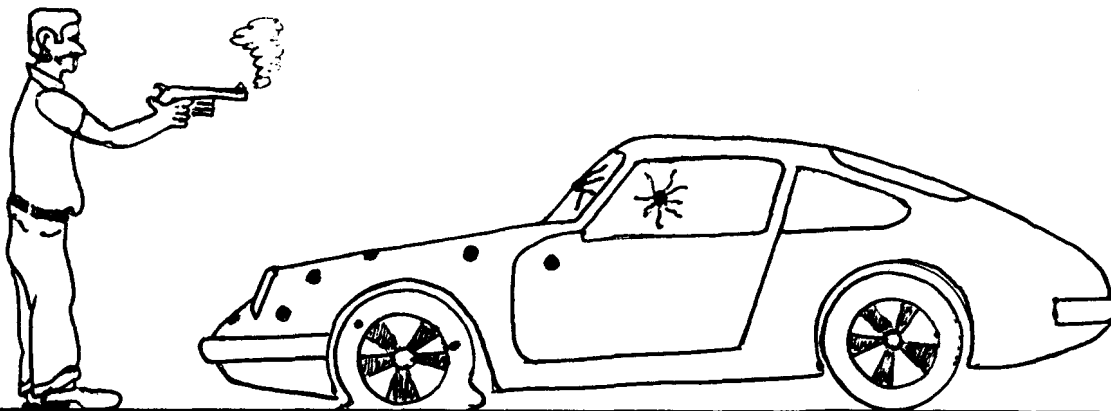
- * Stock '78 to '80 MGB w/ fans
- * Custom made dual radiators, 10" x 21" x 4 tube top. 7" x 21" x 4 tube bottom. Flow: top tank --> bottom tank --> water pump. Three electric fans

Rear Ends

- * Stock MGB w/ 3.90 gears
- * Stock MGB V-8 w/3.07 gears
- * MGC w/ 3.07 gears
- * '65 Plymouth-w/3.23 gears and limited slip differential. Shortened 10"

Wheels/Tires

- * Stock MGB w/185-70 tires
 - * American Racing 7 x 14" w/215/160-14 tires (Flared fenders on car)
 - * Progressive Crossfire Gold 16 series 6 x 14" w/195/60VR-14 tires
 - * Datsun 240-2802 Stock mags w/165-14 tires (Cannot go any wider on tire without rubbing.)
-
-



\$80,000 I PAID FOR A FANCY PORSCHE AND I GET OUT RUN BY AN MGB.!

TIRE SIZE EFFECT ON GEARING

An excerpt from "Engine Conversion Techniques" by Dan Stewart

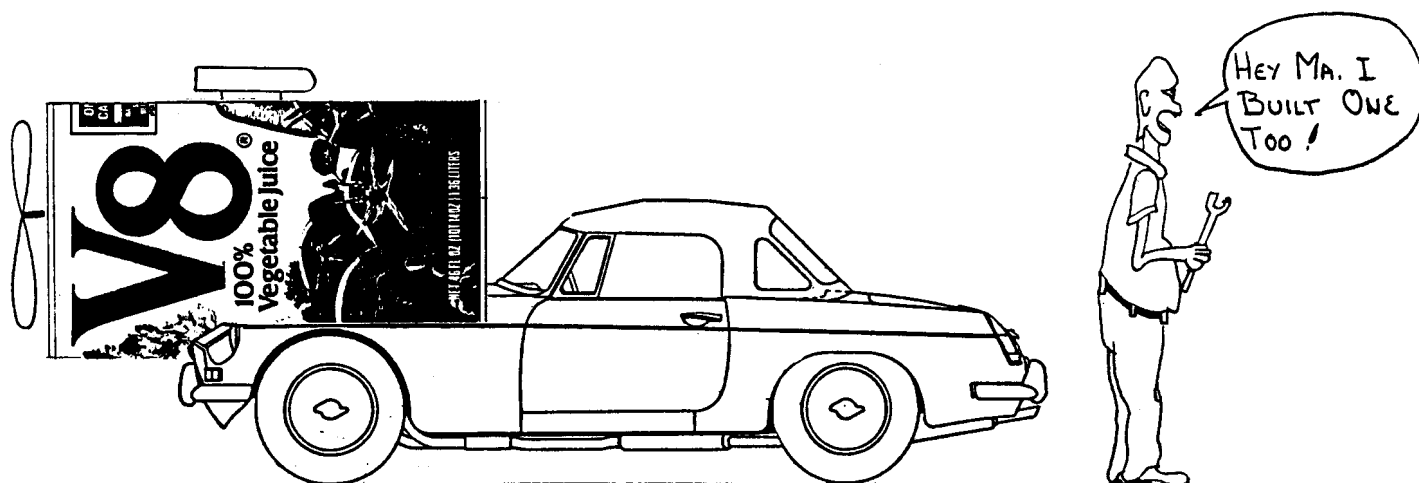
Taller gearing is essential for a conversion. One way to get the taller or lower gearing without much complication is through tire sizing. Although it is limited, it does help. The following chart shows you a range of possibilities for 14" tires:

Recommended 5.5" wide wheel	165 = 24.2" dia. & 865 rpm's
	175 = 24.9" dia. & 837 rpm's
	185 = 25.6" dia. & 816 rpm's
Recommended 6" wide wheel	185/70 = 24.6" dia. & 882 rpm's
	195/70 = 25.1" dia. & 832 rpm's
Recommended 6" to 7" wide wheel	195/60 = 23.2" dia. & 900 rpm's
	205/60 = 23.8" dia. & 874 rpm's
	215/60 = 24.2" dia. & 863 rpm's
	225/60 = 26.6" dia. & 843 rpm's

A standard MGB with a 3.9:1 final drive will give the following engine rpm's at 65 mph:

	<u>23" Dia.</u>	<u>23.5" Dia</u>	<u>24" Dia.</u>	<u>24.5" Dia.</u>	<u>25" Dia.</u>	<u>25.5" Dia.</u>
4th	3713	3634	3558	3486	3416	3349
O.D.	2963	2900	2839	2781	2726	2672

Those engine revolutions don't seem to make much difference on paper but in driving there is a world of difference. My '77 B has 195/60 x 14 with overdrive and is very peppy in all gears but is not drivable on the highway without overdrive. My wife's '74 GT has 185 x 14 and is not nearly peppy around town but it could get by on the highway without it's overdrive. In his original conversions, Costello used a 3.07:1 final drive on 165 x 14 tires and achieved 27.9 mph per 1000 rpm in overdrive 4th.



KEN COSTELLO'S YOUNGER BROTHER, FERD COSTELLO

EMISSION CONTROLS

When planning an MG engine conversion there is one aspect often overlooked, Emission Controls. Not only are there myriad federal EPA rules and regulations but also overlapping state, and sometimes county laws governing what emission standards a car must meet. In some jurisdictions the car must meet only the pollution standards applicable to the year of the engine. If your engine is a 60-63 GM 215 you are home free. If however you are using a later engine, a fuel injected Rover for instance, your car may be required to meet some very rigid tailpipe emission specifications.

Other jurisdictions require that the conversion meet the pollution standards applicable to the year of the car itself. Again you are pretty much home free if your MG is an early chrome bumper. Late chrome bumper and the rubber bumper models will be subject to a variety of rules and standards.

Before shoehorning that V-8 into the MG, contact your State Bureau of Motor Vehicles or the local EPA office and find out exactly what requirements you must meet. Ask also about any proposed or upcoming revisions to the requirements. Here in Ohio for instance, the legislature periodically tries to make older (I.E. 1970-79) cars subject to tailpipe emission tests.

It would probably be a good idea to keep your MG's emission control items, vapor canisters, etc., in operating order. And when you purchase the V-8 get as much of the donor car's pollution control equipment as possible. (Especially the catalytic converter if so equipped.) This way you will have the equipment if you need it to meet current or future regulations.

MG CLUBS AND REGISTERS

North American MGB Register.....	V-8 Registrar:
P.O. Box MGB	Curt Downing
Akin, IL 62805	1355 Natch Rd.
1-800-NAMGBR-1	Cheshire, CT 06410
	203-888-1448

American MGB Association
P.O. BOX 11401-RT
Chicago, IL 60611
1-800-723-MGMG

North American V-8 Society of MG
2146 Alexis Rd.
Woodbridge, VA 22191
1-703-491-1696

The MG Car Club Ltd
P.O. Box 251
Abington
Oxfordshire OX14 3FA
England

The MG Owners Club
2-4 Station Rd.
Swavesey
Cambridgeshire CB4 5QJ
England

Most MG conversions, using the GM/Rover aluminum V-8, weigh the same or even less than with the stock 4 cylinder engine. Because of this the stock MG brakes are adequate for most average day-to-day driving. However, what is the point of building an MG V-8 just to get groceries or run to the library? On those occasions when the accelerator pedal is being used at the end of it's travel, an uprated brake system can keep the driver out of serious trouble.

Abington recognized this when the factory MGB-GT V-8's were designed. The rear brakes were standard MG 1800 items. The front brakes, which account for approximately 70% of a vehicles total braking potential, were uprated. The Leyland V-8 front rotors were increased from the standard MGB .375" thick to .50" thick in order to improve heat dissipation and the calipers and pads were also slightly larger than standard MGB equipment.

There are numerous routes which can be taken to improve the stopping power of your car, some more effective and worthwhile than others. Listed below are several suggestions by various MG V-8 owners and builders:

Factory Front Brakes:

As noted above, the original MGB-GT V-8 front brake components are heavier duty than standard MG. The required parts, rotors, calipers, pads, and backing plates are available from England. (See "Sources of Parts.." on page 3). Installation is generally straightforward and they do offer a discernable improvement in braking action. The single drawback is the cost, I have heard quotes ranging from \$600 to \$1100 dollars for the parts alone.

Drilled Stock Rotors:

Braking action is greatly influenced by how efficiently heat is routed away from the pad/rotor interface. Improved heat transfer can be accomplished in a variety of ways:

- 1) Increase the mass of the rotor (I.E. Thicker). the more the mass of a rotor, the more heat is can absorb and dissipate.
- 2) Vent the rotors by casting cooling passages right into the rotors themselves. Vented rotors are currently used on a variety of cars, but I have not heard of anyone adapting them to MG's
- 3) Drill the rotors for ventilation. Drilling of disc brake rotors is a tried and proven method of increasing braking action and minimizing brake fade. Take a look at the disc brake rotors on any of the newer high performance motorcycles. The vast majority are drilled. One may wonder if the rotor surface area lost to the drilling doesn't decrease the brakes efficiency, but the slight loss of surface area is actually more than offset by the increased heat transfer efficiency and capability of the drilled rotors. Drilling the rotors can be accomplished by anyone with a drill press, an adequate supply of high quality 1/8" drill bits, and a lot of patience. (See "Procedure For Drilling MG Brake Rotors" on page 13).

(Continued on page 12)

Brake Boosters:

Vacuum assisted brake boosters were stock items on many late model MG's and can be retrofited to earlier models. Installation in early cars requires that the pedal box be changed and the firewall be modified. Although brake boosters decrease the force needed to depress the pedal, they do not increase braking force. In other words, they are only there for driver convenience. One well known builder actually removes the booster when converting a late model MGB for additional underhood space and because "the booster is just one more thing to go wrong."

Linings and Pads:

The stock pads and linings again should be adequate for most everyday driving. However, if the brakes are used hard and often, semi-metallic pads/linings may be of benefit. Semi-metallics are less prone to fade when the brakes heat up. Be cautious in selection of non-stock pads and linings! It is sometimes tempting to purchase parts intended for racing applications. (Kevlar, etc.). Competition brake pads and linings are a necessity for the track but they must be hot in order to work properly. A friend of mine installed Kevlar brakes on his early Corvette and went for a ride. At the first light he applied the brakes normally and coasted right through the intersection. The cold pads and shoes afforded almost no friction. White and shaken, he crept back to the garage and reinstalled the old brakes.

Additional hints from Glen Towery (Towery Foreign Car):

- * Have rear shoes lined with "taxi" linings by a custom brake shop. These heavy duty linings last forever.
- * Change the axle seals each time the brakes are renewed.
- * By hand, run a drill bit through the rear end vent to make sure it is open. If the vent is plugged, pressure buildup in the differential can force lubricant through the axle seals and onto the shoes.
- * On MGB-GT cars, replace the rear cylinders with standard roadster cylinders, the smaller roadster cylinders improve braking.
- * Fully clean all exposed surfaces of the caliper pistons everytime the front brakes are serviced. Clean with brake fluid.
- * Fully clean all corrosion from the caliper/pad contact surfaces and lightly grease these surfaces with lithium grease.

| MG PARTY |

John Twist, the proprietor of University Motors, will again be hosting an MG Summer Party on August 20 - 23, 1993. The event always draws several hundred MGs of every model, including V-8's. There will be at least five V-8's in attendance this year including Glen Towery's (of Towery Foreign Car) latest conversion.

For information contact: John Twist
University Motors Ltd.
614-N Eastern Ave S.E.
Grand Rapids, MI 49503
616-245-6464

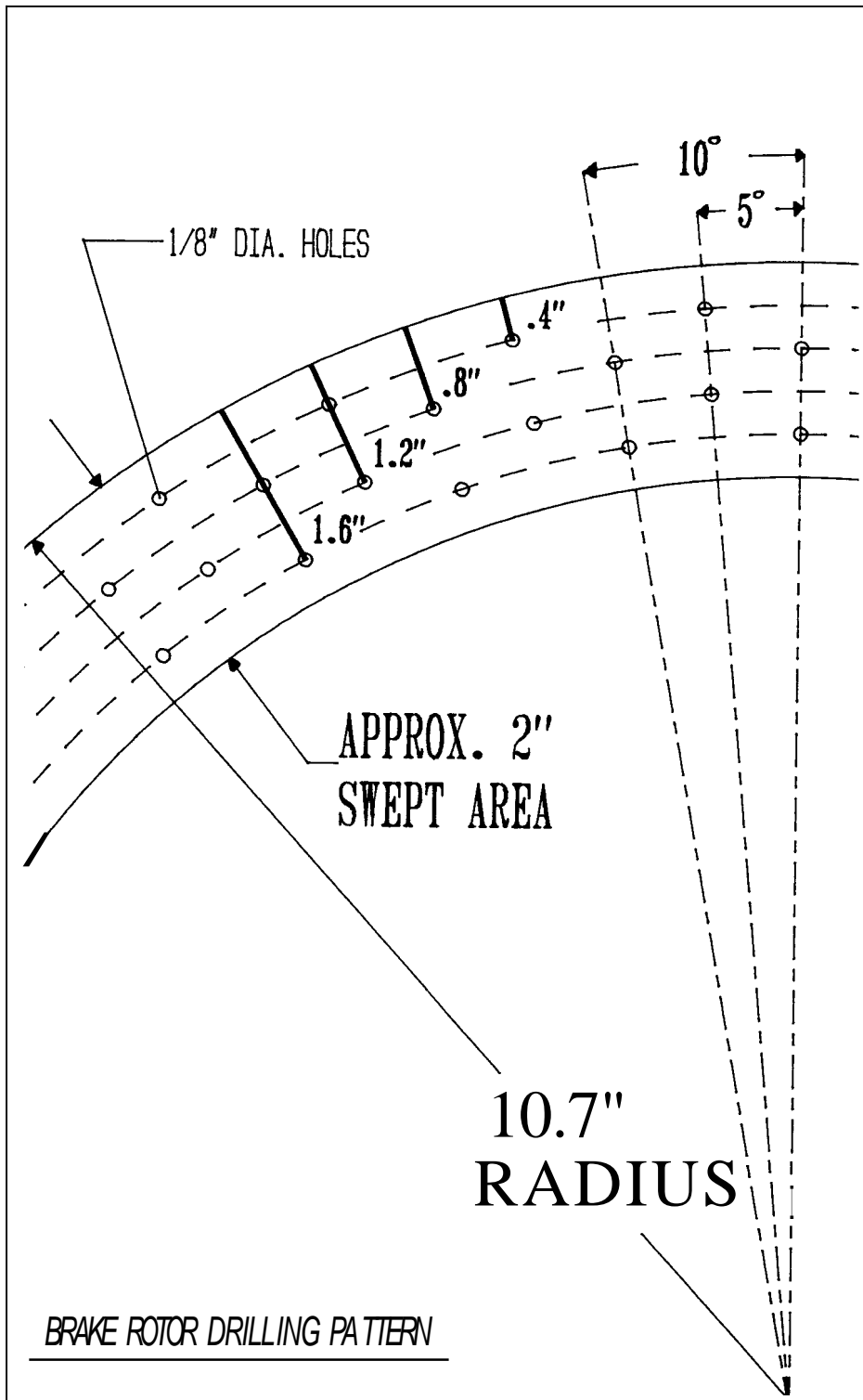
Procedure For Drilling MG Brake Rotors

- 1) Using the pattern below, draw two full circle templates on heavy construction paper
- 2) Clean the rotors of all grease and dirt
- 3) Position the templates on the rotors and tape securely in place

- 4) Drill the holes:
 - a) Use carbide tip 1/8" drill bits
 - b) Change or sharpen the bit frequently to maintain a sharp cutting edge
 - c) Lubricate the bit and hole during drilling with coolant
- 5) Clean the rotor of chips and dirt

Notes:

- *Always drill rotors in a drill press or milling machine. Do not drill by hand as the resulting imprecise hole spacing may affect the rotor strength
- *ALWAYS wear safety glasses when drilling!
- *It is best to drill new rotors. If used rotors are drilled, check with your local brake shop to make sure the rotors are thick enough to be turned after they are drilled.



STILL MORE ON THE MGB/GT V-8

by Frank Graham (an excerpt from the AMGBA magazine Octagon)

.... I've been working on as V-8 conversion for my 1973 MGB/GT since last May. I expect to have it on the road in a month or so. In attempting this project, I set out to duplicate the factory V-8 as closely as possible. I've been fortunate that for the past few years there has been as factory V-8 in my area belonging to an English chap (who is returning home next month with his MG). Seeing his car and articles in Safety Fast about the John Chathams conversions, I couldn't resist trying one myself. My GT has covered 105,000 miles and was due for a total looking over anyway. I've spent many, many hours looking over, measuring, sketching, and photographing the factory V-8 - and have made a careful review of the pre-76 service parts list. I could write as book on the differences between the V-8 and the standard MGB.

I noticed a tech question in the winter quarterly regarding the late motor mounts, these mounts are common to the V-8, since GHN5UE 360 3012 the engine bay of the standard and V-8 B's were commonized. If you wish to see what changes are needed to modify a pre-rubber bumper MG to a V-8, just lift the bonnets on an early and late MGB, side by side. 1973 and 1974 MGB/GT V-8's had an elevated ride height not for bumper or headlight regulations, but to allow the the position of the steering rack and pinion to be moved forward and the angle at which it entered the firewall to be lowered. The lowered angle, and the smaller recessed steering u-joint permits the column to pass below the rear exhaust port of the V-8. 1975 and 12976 MGB's have essentially V-8 engine bays except for the standard position of the radiator and some variation in the area of the apron behind the grill. 1977-78 MGB's are pure V-8's down to the forward position of the radiator, electric fans, etc.

Except for the size and position of the water outlets, the 1977-78 MGB has a V-8 radiator.

On my 1973 MGB/GT I had to do a fair amount of underbonnet cutting to duplicate a very late engine bay. The Buick V-8 has very little differences from the Rover version, and I've made all the necessary changes.

The only difference in the engine bay between my car and a factory V-8 is the intake and exhaust manifolding. I'm using an Offenhauser manifold and Holly 4-barrel carb -- which I've found was a popular conversion to the factory V-8's in England. Rather than spend \$500 on very restrictive factory cast-iron manifolds, I'm using custom headers.

The gearbox is a modified MGC overdrive unit with factory V-8 gears installed. The driveshaft is the much heavier MGC shaft, and the rear end is a wire wheel MGC unit carrying 3.312 gears. Four stud MGB hubs are used and the MGC Girling brakes with redrilled Capri V6 drums. This produces a rear axle with much better brake swept area, and about two inches narrower than standard (wire wheel diff's being narrower than disc diff's). This permits the use of 6-1/2 x 14 Minilites mounted with 195/70 HR Avon tires without need for flaring the fender wells. The rear springs are MGC/GT with an extra leaf added. I have Spax adjustable shocks on the rear and am welding on brackets to use a late factory sway bar.

(Cont'd on page 15)

Still More.. Cont'd

As I mentioned before, to get the steering column to clear the engine, I'm using a 1977 front crossmember, rack and pinion, and upper steering column. I've used competition front springs to lower the ride height back to normal '73 specs.

For instrumentation, I've departed from the factory V-8 entirely. I'm using a dash and console from an '80 MGB with a Triumph Stag 140 mph speedo and a V-8 electric tach. The car is original (Harvest Gold) but plans call for painting it black.

The engine has been thoroughly overhauled using Isky valve train parts and a later Buick cam with the same 260 degree duration but a bit more lift. Compression is 8.8:1 versus the B/V-8's 8.0:1. The heads are ported and polished. With headers, dual freeflow exhaust, seven pounds removed from the stock 32 lb flywheel, and a very careful and complete full balance, I should have about 190-200BHP compared to the factory's 131BHP. Coupled to the 3.31 rear end, versus the factory's 3.07 and the larger tires, I should produce an MG capable of 0-60 in under 7 seconds and as top end of 150+. The speedo calibration shows that the engine will be turning only 2250 rpm at 60 mph in fourth overdrive.

Looking totally stock on the exterior except for the Minilites wheels and a front air dam, I should be able to drive the local Porche and "Z"owners crazy.

To sum it up, anyone contemplating a V-8 conversion should consider a late body. Unfortunately the only suitable GT shells are the Sept-Dec '74 MG's. AS 77 or later roadster would be the easiest to convert.

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J.C. Whitney & Co., the largest mail order company in the nation, now carries quality FEL-PRO engine gasket sets for the GM 215 engine. Referencing Whitney's catalog no.555J, the following part numbers apply:

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Whitney's catalog is available by writing or calling:

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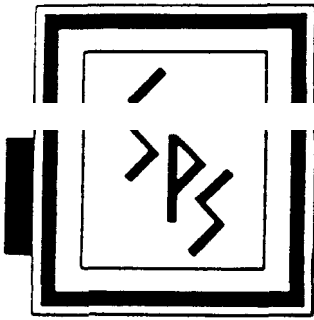
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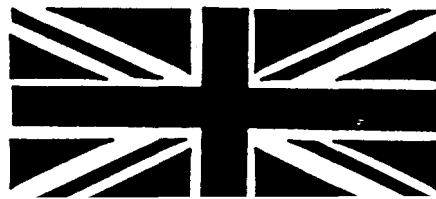
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