

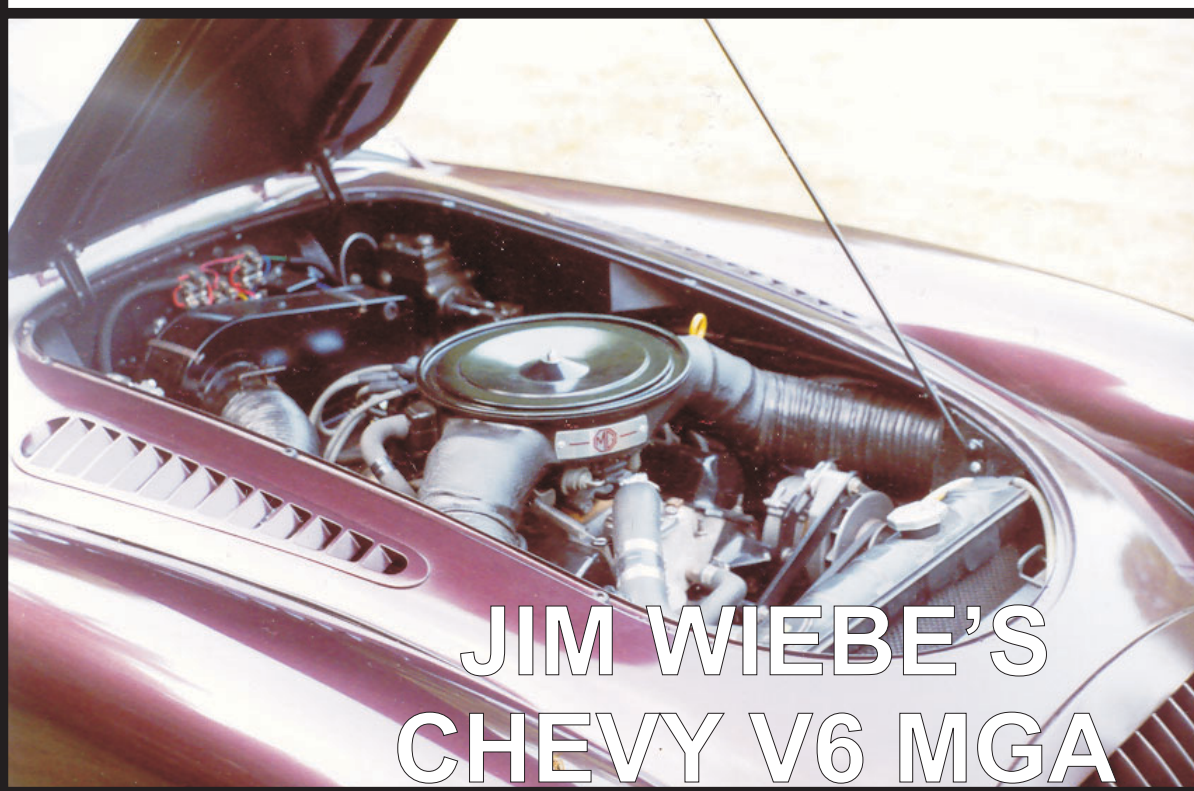
# BRITISH V8 NEWSLETTER

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**P.O. Box 6430, Maryville, TN 37802-6430**

**VOLUME XI, NUMBER 1**

**JANUARY - APRIL, 2003**



## **FEATURED STORIES:**

- **JIM WIEBE'S MGA/CHEVY 2.8 V6**
- **HARVEY LIECHTI'S MGB/ROVER V8**
- **MIKE DONOVAN'S TR3/FORD 302**
- **BUILDING THE MGBV8**
- **MAKING A HOT MGBGTV8 COOL**
- **REAR SUSPENSION SETUP**
- **TORQUE vs HORSEPOWER**
- **AND MORE**

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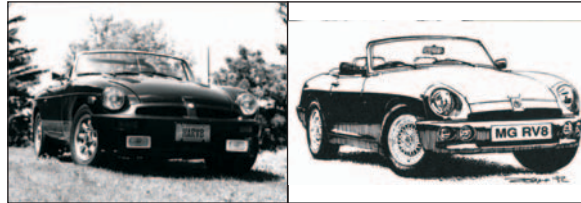
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#### WEB SITES OF INTEREST

Dan Lagrou, of D&D fabrications, now has a web site. Check it out at:

<http://www.aluminumv8.com/>

# BRITISH V8 NEWSLETTER

Volume XI, Issue 1

January - April 2003

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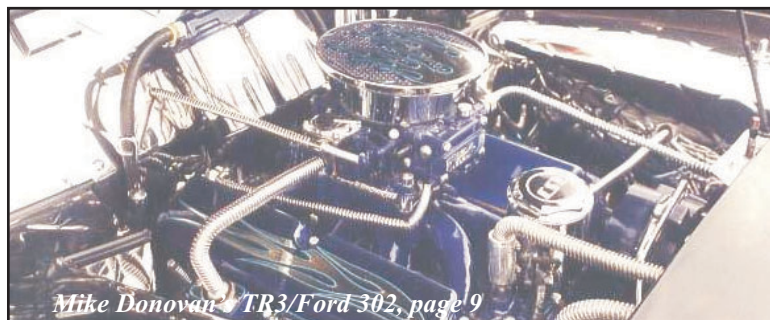
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## FROM THE EDITOR

Thanks to the very generous contributions from a very few readers, and support from the advertisers, it looks like the newsletter will continue online for awhile, at least through the end of 2003. As long as I receive enough contributions to cover the cost of maintaining the web site, I'll continue to publish it online, but I must say I'm disappointed in how few people care to contribute - a total of only 14 people! Fourteen out of how many readers? If this number is indicative of the interest in the online version, maybe it *should* just fold. Personally, I'd rather receive a lot of small contributions from a large number of readers, than to receive a few large contributions from a small number of readers.

How many people do read the newsletter online? If you're reading this newsletter online, please send me an e-mail and let me know. I believe the newsletter has a rather large audience, but I may be wrong. If you want the newsletter to continue online, please let your voice be heard. The future of the online version of the newsletter beyond 2003 will be determined by the response I get to this plea, continuing only if there are enough online readers to justify it.

Regardless of how many readers we have, there is a *large* number of people interested in British V8 conversions. When I first started my conversion, I pretty much expected that I'd be on my own, but I have been very pleasantly surprised by the number of like minded individuals I've encountered since I began. And, I might add, our numbers are growing all the time. So too is the number of folks in attendance at the annual V8 conventions. From the number of motel reservations made thus far, I am expecting a very good turnout at this years convention, to be held in the foothills of the Smokies. What? You haven't made your reservations yet? Better get crackin', as rooms are going fast! For your convenience, a map, schedule of events, and a registration entry form are included in the center of this newsletter. Fill out the form and send it in now, you don't want to miss this one.

The entry fee for this one is a bit higher than in the past, but you will be getting more for your money than in the past. For your modest \$45 entry fee, you'll be getting, in addition to all the planned activities, two free meals, snacks and refreshments, and live entertainment - not too shabby for a mere \$45! Remember, too, any money left over after expenses are met will be used as seed money for the next meet, or turned in to the NAMGBR.

This is one event to which you'll want to bring your wives/girlfriends/boyfriends/significant others to. The Great Smoky Mountain National park is a prime vacation destination for many folks in the eastern half of the US, so even for those who have no interest at all in these little British hot rods, a few days spent here can be a welcome respite from all the winter days which will have just passed prior to this event. Except for the fall season, with its brilliant foliage colors, May is the prettiest time of the year to be in East Tennessee. School is still in session in most parts of the country, so there won't be the crowds to fight, yet all of the tourist attractions will be open. The cold weather will be over, the hot weather will still be weeks off, so even the weather will be inviting. Come on down! You *will* be glad you did. Something for everyone at this one!

One word of caution, though: If you plan on doing the "Dragon" as a passenger, or if you plan to do it as a driver and you have a tendency to motion-sickness, be sure to bring along some form of anti-motion sickness medicine - 318 curves in 11 miles will surely test your motion sickness immunity. Been there, done that! Not a pretty sight. Nothing spoils a good vacation quite as quickly as a bout of "sea" sickness.

dm

## CANADIAN CORNER

By Martyn Harvey

I was reflecting on the Canadian MGB V8 scene recently. About ten years ago, when I became seriously interested in building a car, it was a lot more difficult to find conversion information and sources for conversion parts than it is today. What hasn't really changed is the process that gets a person started on a conversion project. I saw my first MGB V8 parked in a garage at a house when I was buying some used MG parts I saw advertised in the local paper. I asked to look at the car and I was smitten! I loved my 4-cylinder MGB so why wouldn't I really love an 8-cylinder MGB? I had to have one!! Larry became a good friend, an MGB V8 mentor and ultimately responsible for me building my own car (and spending lots of money!).

I think that same process (that of owning a 4-cylinder car and seeing somebody with a V8) is behind many a person's desire to own an MGB V8. Actually, I am sure it is because I receive at least a phone call a month from somebody who wants to build one. The information explosion and the increased availability of V8 conversion parts makes building a car much easier today, so there are numerous conversions currently underway in Canada.

Of course, there are also the guys who built their cars a while back and are now improving them or building new ones! Keith Childs built his car ten years ago, enjoyed driving it for a decade and then recently switched his engine and complete drive train from Rover 3.5 with MGB gearbox to Rover 3.9 with SD1 5-speed gearbox. In Canada, the earlier-built cars used the parts that were available at the time such as Buick/Olds 215 motors, early Rover 3.5 motors, MGB gearboxes and adaptor plates, and MGC rear axles. Most conversion parts were sourced from the UK, usually from Dave Vale at the V8 Conversion Company. I bought such a car a few years ago (Photo below) and love its



vintage feel. David Willms built his car last year, and after researching the different "ways to go" he decided to use a Buick 300 motor, T5 transmission and Ford 8.8" rear axle (somewhat reminiscent of Mike Moor's Buick 300 powered car). This car turned out to be a successful blend of "old" and "new" technology and David engineered it himself. It is an example of how a builder can produce his own "personalized" machine. Even though David loves this car, he is modifying and improving it during this winter season.

So the phone calls keep coming in from people who want to build an MGB V8 and the engine of choice still seems to be the Rover 3.5 because of their availability from rusted Rover SD1 sedans. However, I have been receiving more questions about how to build cars with "other" engines such as small block Chevy or Ford V8 and, of course, GM V6.

As you can see, there is a lively MGB conversion scene happening in Canada. I think it will soon be time for a British V8 Summer Party in Canada! I hope this can happen in the not too distant future. In the meantime, I can't wait to see you all in Tennessee in May.

mh

## **Building the MGB that British Leyland Should Have Produced**

**By Rod Holderbaum**

Have you been dreaming of transplanting a V8 engine into an MGB? Here's how one converter got hooked and began his project.

### **PART 1 - Getting the Bug**

I've owned, driven, and enjoyed British sports cars (BSCs) for well over a quarter century. Although I already owned a 1970 MGB and a 1962 Triumph, I found myself looking for another project about two years ago. I considered an Austin Healey, another Triumph, and for a brief spell considered defecting to an American Muscle Car. Not that there's anything wrong with American "vintage tin", I just felt that another BSC was the best choice. It wasn't until I attended the Roadster Factory car show in August 2001 that I really got the bug to do an MG V8 conversion. I had seen MG V8's in the past, but for some reason never really considered owning one. But why not? The MGBs are great little cars and are wonderful drivers. But...they are definitely underpowered with that stock 1.8 liter four banger. The stock MG engine can certainly be improved, but a V8 engine that is lighter than the stock engine would make a great little car. The fact that MGB V8s were factory produced in the mid-1970s also increased the appeal of this conversion.

### **PART 2 How to do the Conversion (and convince the wife)?**

Immediately following the Roadster Factory car show, I started searching the Internet for information on MGB V8 conversions. The first source of information I found was an article by Roger Parker that I downloaded and studied for days. I also purchased a copy of "How to Give Your MGB V8 Power" by Roger Williams and read it cover to cover, several times. Both publications were authored by British enthusiasts and, therefore, focused on parts and options available in the U.K. As a result, I was initially confused by some of the conversion options available in the U.S. The conversion also seemed to be more involved than I originally thought it might be. It dawned to me that this meant a larger cash outlay and more convincing of upper management (a.k.a. my wife) to pursue the project.

I finally found and subscribed to the British V8 Newsletter and purchased a copy of all back issues. The newsletters turned out to be an invaluable source of information. Other MG V8 owners and several of the V8 conversion specialists have also been very willing to share information and provide valuable tips. Like anything else, however, there is more than one way to skin a cat and each converter must decide for himself (or herself) what he/she wants his/her car to be when completed.

### **PART 3 In Search of a Suitable Conversion Candidate**

You might think that my first choice for a conversion car would be the 1970 MGB already parked in my garage. I considered that option initially, but decided against converting a chrome bumper car. I made that decision not because of the increased difficulty of converting a chrome bumper car, but because I am a bit of a purist. I just couldn't bring myself to cut up and modify a chrome bumper MGB. However, I don't feel that way about rubber bumper MGBs, therefore my search began

for a late model MGB.

I enjoy working on BSCs and do most of the work myself. However, I really did not want to get into another conversion involving lots of rust and bodywork. My ideal car, therefore, would be one with a clean, rust free body but in need of a mechanical rebuild. After all, I would be replacing the engine and transmission and rebuilding most of the mechanical systems. I was anxious to find a car and began looking in September 2001. Finding the car of my dreams within a couple hundred mile radius of my home in Pennsylvania, however, turned out to be somewhat more difficult than I originally thought. The fact that I was in a hurry to find a car compounded this problem. Many of the MGs I looked at had all the usual rust problems in the floors, rocker panels, etc. Although I never considered venturing so far for a car, I eventually found, via the Internet, a 1979 MGB in California that sounded perfect. It was advertised as a rust free car in excellent condition, except for the engine which was a bit tired after 117,000 Southern CA miles.



Fortunately, I frequently travel to California on business and arranged a side trip to Pasadena on a Sunday afternoon in October 2001 to see the car. The car turned out to be as advertised; rust free, new interior, but needing some mechanical and cosmetic work. The paint was in fairly good condition, but would probably need a re-spray as part of the conversion to V8 power. Considering the MG a perfect candidate for a V8 conversion, I bought the car and arranged to have it shipped home to Pennsylvania.

### **PART 4 Starting the Conversion**

As of August 2002, one year after getting the "V8 Virus", I have completed about half of the conversion. The status of work completed on the project to date is summarized as follows:

- Removed engine, transmission, and all components in the engine compartment.
- Cleaned and/or sandblasted, and painted all parts to be re-used, such as master cylinder bracket, fan guard, etc.
- Rebuilt and lowered front and rear suspension to chrome bumper ride height using kit from Brown and Gammons in the U.K. V8 bushings were used in the front wishbone



- arms to tighten up the front suspension.
- Installed heavy-duty shock valves in the stock shock absorbers and replaced shock oil.
- Removed rubber bumpers and replaced with chrome bumpers using parts scrounged from various sources. Significant cutting and welding is required for this conversion but is a very worthwhile endeavor.
- Purchased a rebuilt 3.9 liter Rover engine in Ohio. (Note: I discovered that a V8 engine can be transported in the back of a Ford Explorer, but it might not necessarily be the safest thing to do. Luckily, we didn't have to make any sudden stops on the way home.) The engine was rebuilt with an Iskyl 270 cam, double roller timing chain, and high volume oil pump.
- Purchased a rebuilt GM T5 World-Class transmission and transmission support bracket. I also purchased a Transdapt bellhousing with spacers to mate the T5 to the Rover engine. Selected a T5 transmission with a 0.63 fifth gear ratio for the conversion. With this transmission and 15-inch tires, I will be able to use the stock 3.9:1 MGB rear axle. The estimated engine speed should be approximately 2400 rpm at 70 miles per hour.
- Purchased and installed an Edelbrock Performer intake manifold and Holley 390 carburetor. With a low rise air cleaner, this setup only clears the hood with about 1/8-inch to spare. The engine is mounted as far back in the engine compartment as possible, therefore, the air cleaner does not interfere with the hood cross-member.
- Sent the front disk brake calipers to Apple Hydraulics for cleaning and rebuilding. The disks showed very little wear and were not replaced. Replaced 23-year old brake hoses with braided stainless steel hoses.
- Rebuilt clutch master cylinder. (The brake master cylinder had been rebuilt just before I purchased the car.)
- Installed the engine and transmission to see how everything would fit. As expected, some modification to the transmission tunnel was required at two locations. Removed the engine after marking locations where additional clearance was needed.
- Modified the side and top of the transmission tunnel to provide additional clearance for the transmission and bell housing. This was not exceptionally difficult and the modifications are not even noticeable.
- Cleaned the engine compartment to remove 23 years of grease and grime. Wet-sanded and primed the engine compartment.
- Reinstalled the engine and transmission and checked all clearances.
- Purchased clutch, hydraulic release bearing, and RV8-style exhaust headers.
- Cut openings in the inner wheel arches for RV8-style exhaust headers.
- Removed engine and painted the engine compartment with a semi-gloss black paint purchased from Eastwood.

## PART 5 Finishing the Job

My plans include completing all remaining mechanical work by early next spring and then have the car repainted. I also plan to purchase a new set of 15-inch Panasport wheels and 195/60-15 tires. I figure the hardest part of the conversion is now behind me at this point. Major parts that are needed to finish the conversion include a starter, oil cooler and hoses, oil filter base,

radiator, drive shaft, traction bars, exhaust system, and alternator. The carpet had been replaced and seats recovered in leather before I purchased the car, therefore very little interior work will be required.

I am looking forward to getting the car on the road next spring. When completed I really think the car will represent what should have been built by the British in 1979...a good handling car with plenty of power, five speed transmission, cruise control, proper ride height for best handling, and chrome bumpers. Who could ask for more?

## PART 6 Suggestions for Other "Wanna be V-Eighters"

Converting an MGB to V8 power need not an exceptionally daunting task if a 215 BOP (Buick, Olds, Pontiac) or Rover aluminum V8 engine is used. Conversion parts are readily available from several suppliers that make the transplant in a late model MGB virtually a "bolt-in" operation. Readers of this newsletter are well aware that other engine options are available; however, if your skills and patience are limited, stick to the 215 BOP or Rover engine. My advice would be to obtain the best 1977 to 1980 MGB that you can afford. These late model MGBs are the easiest to convert. They can be lowered as part of the suspension rebuild and chrome bumpers can be fitted to obtain the look of an earlier MGB.



Most of the work can be performed in a home workshop with the normal array of mechanics hand tools. However, I have found several larger tools to be indispensable for the conversion and general restoration work including: a MIG welder, air compressor to operate die grinders, metal cutters, and air ratchets, sand blast cabinet, and a shop crane with an Oberg tilt hoist. Installing and removing the engine with transmission attached from an MGB is not that difficult if an Oberg tilt hoist is used. Without one, this task becomes very difficult.

While I am not a mechanic by trade, I have not found the conversion to be terribly difficult. Of course I'm not finished yet and there is still time for Murphy's Law to bite me. If you're interested in completing a conversion, seek out advice from others that have converted their cars and you'll be on the right track. Most MGB V-Eighters have been more than happy to discuss their cars with me. **V3**



## **HOW IT WAS DONE #1**

**Owner:** Jim Wiebe

**City:** Madison, Connecticut

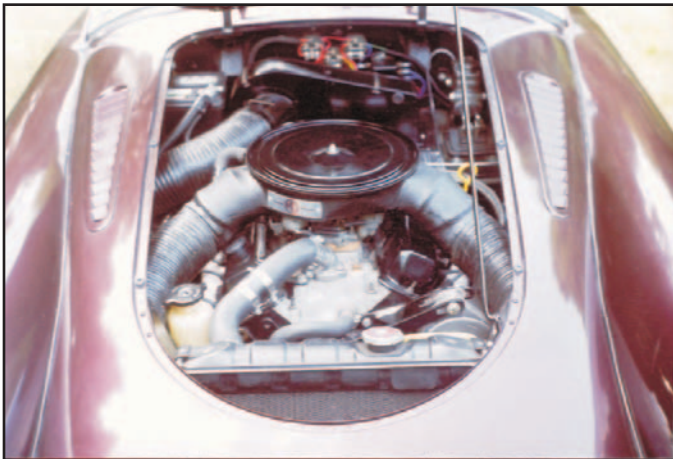
**Jwiebe@snet.net**

**Model:** 1957 MGA

**Engine:** Chevy 2.8L, 60° V6

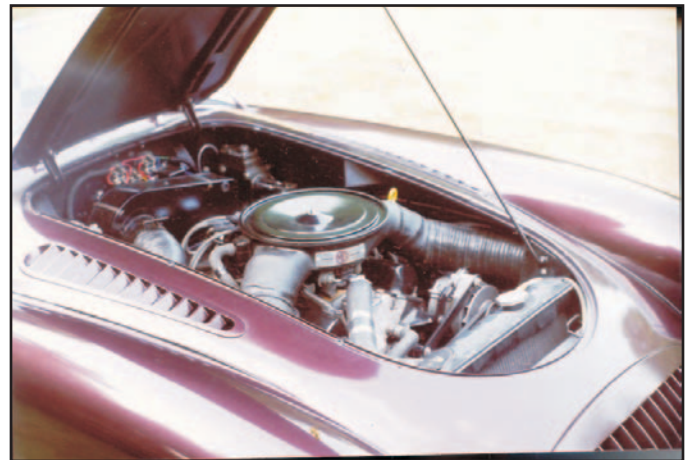
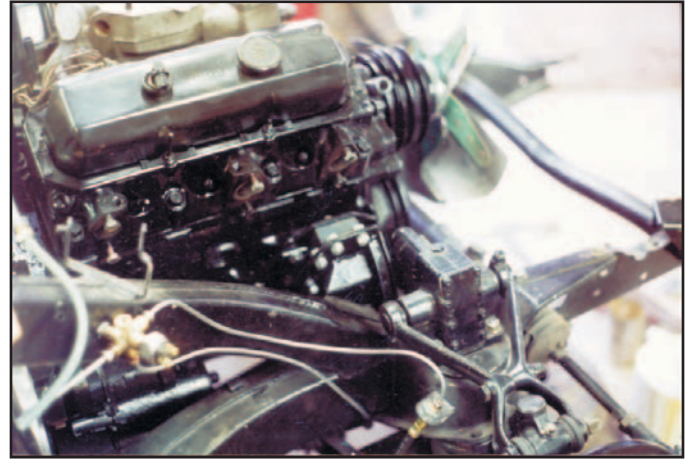


**Engine:** A box stock, 2.8L, 60° Chevy V6 from a 1987 Chevrolet S-10. Bore/stroke = 3.5/2.99, cam is a GM 14024278, with a lobe separation angle of 107°. Intake/exhaust valves are 1.72/1.42 (engine was the "throttle body" type, so it has the larger valves). Engine mounts are standard MGA, with new plates bolted to the engine block. The sump was shortened 2", but a section from a Volvo was added, increasing the capacity to about 4 1/2 quarts.



**Intake:** A single Rochester 2SE on a stock GM manifold, with the EGR valve blocked. Throttle linkage is modified GM. The stock air cleaner was sectioned to drop down around the carb, with two 4" flex air tubes to draw cool air from the front of the radiator. The carb sits on a wedge shaped spacer block to level it and to isolate it from engine heat.

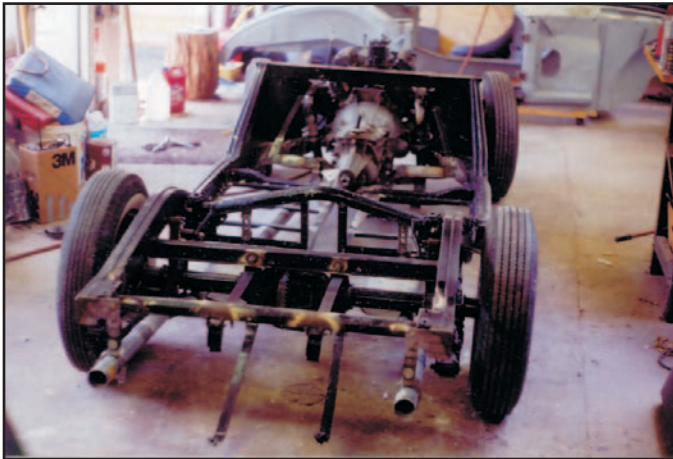
**Transmission/drivetrain:** Borg-Warner T-5, 3.97/2.34/1.46/1.00/0.79 gear ratios. The shift lever was shortened and reshaped to fit. The clutch, T/O bearing, flywheel, and bell housing are all stock GM from the same donor vehicle as the engine. A 5/16" compression fitting mated the stock MGA M/C to the GM S/C. The drive shaft was modified to mate the GM yoke to an MG sized U-joint. The transmission mount lands on an existing cross member.





**Cooling system:** The Water pump is the stock “serpentine” type. The serpentine pump shaft is shorter, requiring one groove to be removed from the water pump pulley, and all but one groove removed from the crank pulley. A “V” belt then works with the pump, alternator, and crank pulley.

The Radiator is an 18x19, 3-row, copper unit, made by Modine for a 1965 289 Mustang, and fits between the frame rails. An electric fan from a 1983 Oldsmobile, in a puller configurations, provides ample cooling, even on 95° days. The fan comes on only after extended idling.



**Exhaust:** Custom fabricated log manifold, with 1 3/8” primary tubes, feeding low restriction “cherry bomb” mufflers, through 2” exhaust pipes. No gaskets were used, but *no leaks!*

**Rear axle:** Stock 1967 Salisbury, 3.9:1. A fabricated emergency cable bracket uses a stock MGA cable. An MGC rear axle is on hand as a possible future replacement.

**Front suspension:** Stock, with MGB V8 bushings.

**Rear suspension:** Stock 1967 MGB.

**Brakes:** Stock MGA drums in front, stock MGB drums in rear. Half of the conversion parts are on hand to convert to an MGB kingpin and disc brakes in front, but the conversion is incomplete at present.

**Wheels/tires:** Stock MGA wheels with 165-R-15 Dunlop tires.

**Interior:** Stock seats and upholstery. The dash is black walnut with a rim that runs around the cockpit. The steering wheel is reduced in diameter by about 2” and edged in black walnut.

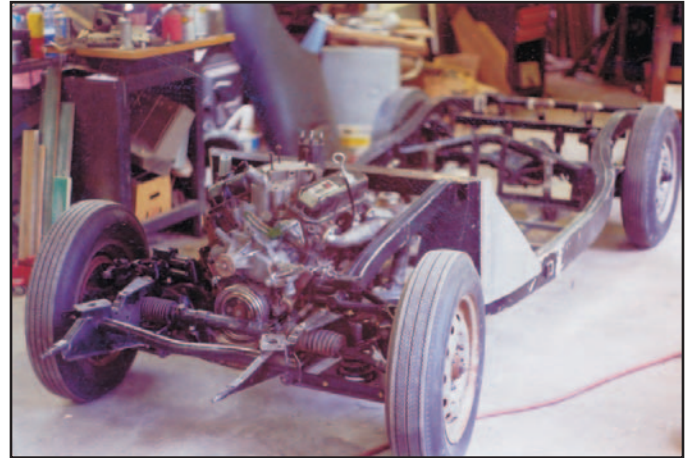
**Body:** The cowl behind the seats is cut back 7” to open the cockpit, with a walnut edge that runs around the doors to the dash. The windshield is angled back about 12°, lowering it about 2”. A new fabricated polycarbonate front grill and cast fiberglass hood air vents help air movement. The MGA vents in the front fenders vent cool air into the footwells. The transmission tunnel was expanded, and the pedals were bent sideways to clear, but leaving plenty of footroom.

**Electrical:** A stock GM 35 amp Bosch alternator from the S10 donor mounts on custom brackets. Ignition is by an MSD 6A control module, with an Accel super stock coil. The gauges are also from the S10 donor. The battery was relocated to the right side firewall.

**Frame:** The frame was boxed, and the front cross member was reshaped to clear the crank pulley. New hangers were made to rehang the gas tank in the center, and to hang the exhaust pipes. New panels of 16 ga steel were placed in the floor areas.

**Conversion performed by:** Owner. Completed June, 2002, at an estimated cost of \$6,000. Car has covered 3,000 miles since completion. It is geared to go 131 mph @ 5,500 rpm, but “I’ll never do it! 65 seems like you’re flying.”

**Problems encountered since completion:** The 90° drive on the speedo cable “disassembled” itself (the 90° drive was required to clear the tunnel, along with a ratio adapter to make the speedometer read correctly. The tach still reads 33% high.



**Source of parts/conversion info:** “Practical Engine Swapping,” by John Thawley, Internet, Moss Motors, Little British Car Co., Scarborough Faire, B & B Performance, Advance Auto Parts, NAPA, & junk yards.

**Recommendations/advice:** Sketch out a plan, set no time limits, and, like the Nike ad says - just do it!

**Things I would do different next time:** Leave the sandblasting to a commercial shop - it’s so damn boring! Look for a 3.4 crate engine and perhaps a late Camaro 5-speed (V8 model). I’m told you wouldn’t have to widen the tunnel or bend the pedals for clearance with that combo. Also, the shifter would be in the “correct” position, although I’ve gotten used to the odd shift pattern caused by the forward position.

**Additional comments/suggestions:** This car was made from 4 “basket case” wrecks. I would not have done it to a perfect “numbers matching” car, but now that it’s done, it’s great fun to drive and I’m glad I did it. This is probably more than you need or want to know, but suffice it to say that I am 57, but I’m 14 when I drive the “A”. **V3**

---

## MARKETPLACE

### **V8 Parts for sale:**

Rover 5-speed transmission, clean. Paid \$500

1962 Olds aluminum engine, taken apart and totally cleaned, 4bbl carb, 190HP version, \$500 in new parts

Price: \$500 firm

Parts are located in Concord, Mass,

Telephone 1-987-369-4485, ask for John



## MY REAR END SUSPENSION

By Kurt Schley

Many years ago, when I was originally converting my chrome bumper '74 MGB to V8, I was quite aware that the car would often be pushed hard in turns and would probably be seeing some occasional track time. Therefore the rear suspension set-up had to meet several criteria, including: 1) Very limited side-to-side movement, 2) No differential wind-up under hard acceleration, 3) Not be so stiff as to induce tire hop on rough roads, 4) Allow for a wide tire, and 5) Be cheap to build. A smooth, comfortable ride on the road was not a priority.

Fabricating and setting up the rear suspension was performed in stages, each to address one of the points above. First was to limit the lateral movement. In hard cornering, the rear of car's body will tend to shift toward the outside of the turn and away from the centerline of the rear end. This motion upsets the handling as well as decreases the space between the outside tire sidewall and the inner fender lip. The two traditional methods of counteracting the lateral movement are either a Watts linkage or a panhard rod. I did not have the equipment (or expertise) to properly design a Watts linkage, so decided to go with a panhard rod set-up.

A panhard rod is basically a solid link or bar with is anchored to the underside of the body near one tire and attaches to the rear end near the opposite tire. As the body wants to move over the rear end in a turn, the panhard rod in essence locks the two together and lateral movement is prevented. At each end of the panhard rod is a swivel joint so that vertical movement of the body and rear end is not impaired. Two of the critical factors in the design of a panhard rod system are:

1) To make the rod as long as possible. The rod end attached to the rear end will actually travel in an arc, in relation to the body-anchored rod end, as the body moves vertically on the suspension (**Figure 1**). This in turn will allow or induce a small

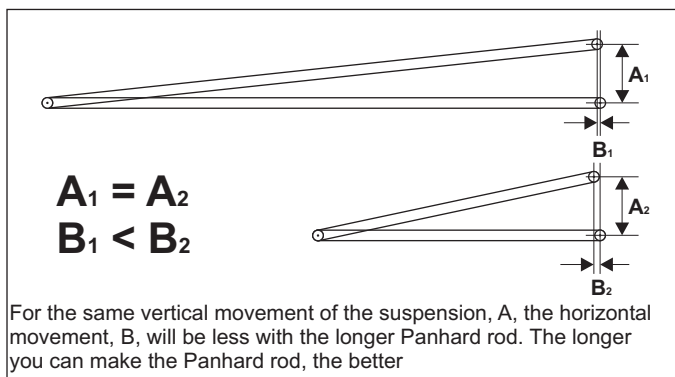


Figure 1

amount of lateral movement between the rear end and the body. The longer the rod, the larger the arc and the smaller the induced lateral movement. Most of the panhard rod kits I looked at attached the rod to the rear end with a clamp or bracket inboard of the spring mounting pad. I found that by fabricating a bracket which bolted to the back of the axle flange, and immediately behind the brake backing plate, a much longer rod could be utilized. (**Photo 1**)

The body mounted bracket bolts to the bottom and side of the trunk floor, just above the spring bracket on the rear end. (**Photo 2**) This is the outermost practical mounting point to the

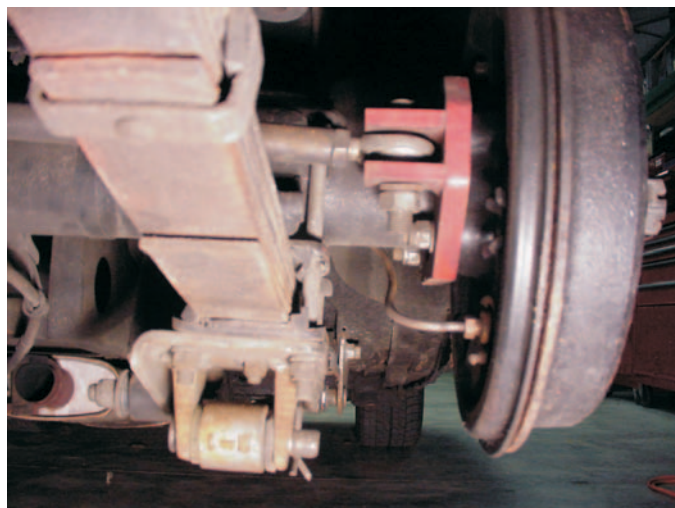


Photo 1

body and results in the longest panhard rod possible. The mounting bracket dimensions and construction were described in detail in Vol. V Issue 2 of the Newsletter as are the traction bar mounts discussed below.

2) The panhard rod should be level horizontally and parallel with the rear end when the car is loaded with fuel and a driver. Remember to include these loads when making measurements for the panhard rod construction.

To prevent axle wind-up in an effective, yet economical manner, conventional traction bars and their brackets were measured up and fabricated. The forward bracket utilizes the front spring mount with additional bolting to the car's floor ahead of the spring mount. (**Photo 3**) The rear bracket was built from 1/4" steel plate sections welded to the stock MGB shock mounting plate. (**Photo 4**) The traction bars themselves were NOS Cal-Custom swap meet finds, items originally for an early Mustang. I merely had to shorten them to fit. Some degree of traction bar tuning can be made by varying the material in the bushings. A softer rubber will provide some give during a hard

launch and soften the shock of the hook-up when the tires get traction. Urethane bushings are harder and do not transfer as much motion, giving a faster transfer of restraint on the rotating rear end and a quicker launch. The racer boys sometimes use solid metal bushings to minimize

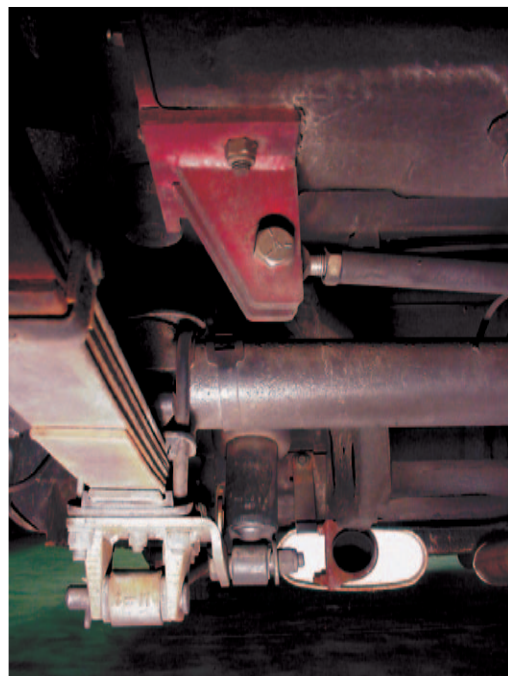


Photo 2

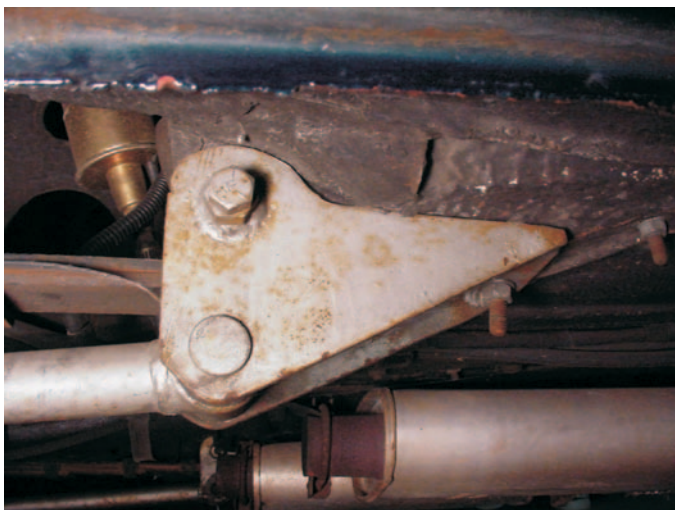


Photo 3

axle wrap up; however this is very tough on the traction bar hardware as well as the rear end itself.

To keep the ride supple enough to prevent the tires from losing contact with road on bumpy roads, I rebuilt the stock '74 rear springs and they have worked very well over the last several years. A slightly stiffer ride can be obtained by using MGB/GT



Photo 4

springs. For shock absorbers I used a set of Delco air shocks originally intended for a Corvette. These shocks give me a degree of tuning ability and also are very convenient when the "B" is heavily loaded for a road trip. I can raise or lower the body about 2-1/4". The bottom of the shock installed quite nicely on a bolt run through the stock lower MG shock mount. The top of the shocks were secured to the body using a set of old Moss Motoring tube shock conversion mounts. (Photo 5) However, the top mounting plates are very simple and could be easily fabricated. Unfortunately, the shocks I used have been discontinued. A measurement and some time at the parts store catalogs should locate something useable. The air fitting to pressurize the air shocks is mounted inside the trunk.

I initially installed 195 series tires on Datsun 240Z wheels and these fit nicely. However, they did not afford as much traction as I wanted and 215 series tires seemed as if they would fit. Mounted on Prime aftermarket wheels, they did squeeze under the fenders, but with insufficient clearance for hard

corners. The panhard rod minimized the lateral movement of the wheels; however the tire sidewalls actually deflected enough that I did get some tire rub on the lip of the fenders. I tried to fold the lips up and back to get them out of the way, but the double ply of sheet metal was way too stiff and I

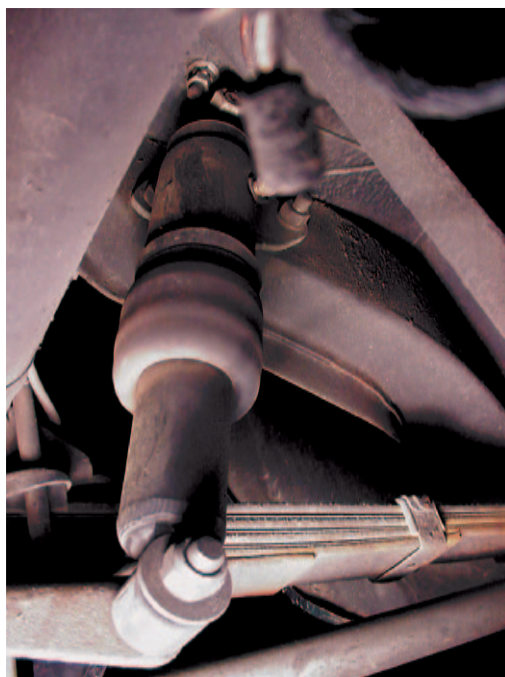


Photo 5

started to actually bend the fender out of shape. The recourse was to cut the lip away in about the center of the spot welds which hold the two plies together. I used a 3" abrasive disc on an air grinder. It took a steady hand and some patience, but a smooth cut was finally made on both sides, giving about 3/8" additional clearance per side. The raw cut edges were dressed with a power sander, painted and sealed. I have had no more tire rub even when doing a 360 spin on the race track. (Though that was the least of my worries at that particular moment!)

As the traction bars, panhard rod system and shock mountings were either fabricated or swap meet buys, the cost of the rear end suspension was minimal, probably under \$50.00. Add \$35.00 for the shocks (a purchase at the Hershey swap meet) and the whole set up came in at under \$100.00 and this over a period of a year, thus keeping it under the radar screen of "upper management" who kept a close eye on any fraud or shortages in the family. 📌

## **AXLE WEIGHTS**

**By Dan LaGrou & Dan Masters**

Rear Axle Weights, as weighed by Dan LaGrou:

MGB: 167 lb.  
Chevy S-10: 160 lb.  
Ford 9" (early): 186 lb.  
Dana 44: 195 lb.

As weighed by Dan Masters:

MGB: 165 lb  
Ford 9" (with tru-trac diff): 221 lb

My weights were obtained with a set of bathroom scales, so the two pound difference is well within the inaccuracies of my scales. The 35 pound difference in the 9" Ford weights is attributable to the Tru-Trac differential, and seems to be a reasonable value for the additional weight of the Tru-Trac. These weights included the brake assemblies as well as the axle. 📌



## **HOW IT WAS DONE #2**

**Owner:** Mike Donovan

**Sweetwater, TN**

**1-423-337-9044**

**Model:** 1957 Triumph TR3

**Engine:** Ford 302

**Engine:** Ford 302 from a 1978 Ford Granada. 1969 351 Windsor heads, ported and shaved. Holley 600cfm carb on an Edelbrock Victor Jr. Intake. Intake was modified by cutting out the bottom plate and installing an intake valley pan from a 255ci V8. Dual point Accel distributor, dual remote oil filters, custom headers.

**Transmission:** Ford C-4 automatic from a 1978 Ford Granada.

**Radiator/Cooling system:** Custom 4-row brass radiator. Aftermarket electric fan in a puller configuration.

**Exhaust:** Custom 1/ 5/8" headers, Glass pack mufflers, and 4" side pipes.

**Rear axle:** Ford 9"

**Suspension:** Stock TR3. Front steering has been modified with a rack and pinion from a Subaru station wagon.

**Wheels and tires:** 15 x 5 1/2 Center lane in front, with 225/70-15 tires. 15 x 8 Center lane in rear, with 295/50-15 tires in rear.

**Brakes:** Modified using TR6 material.

**Body:** Front air dam, rear fenders widened 3".

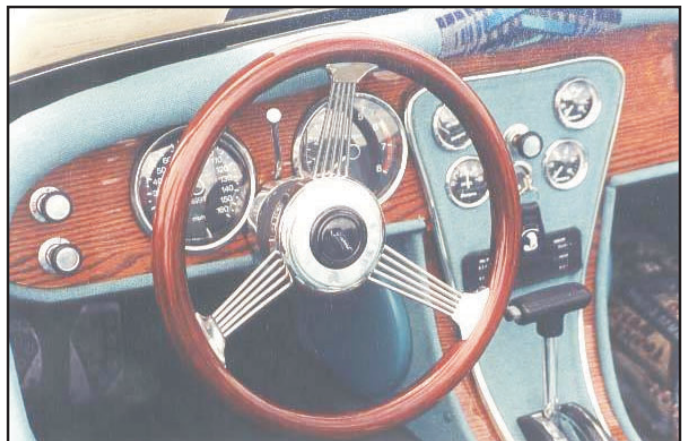
**Frame:** Stock TR3.

**Electrical:** Custom wiring harness by owner.

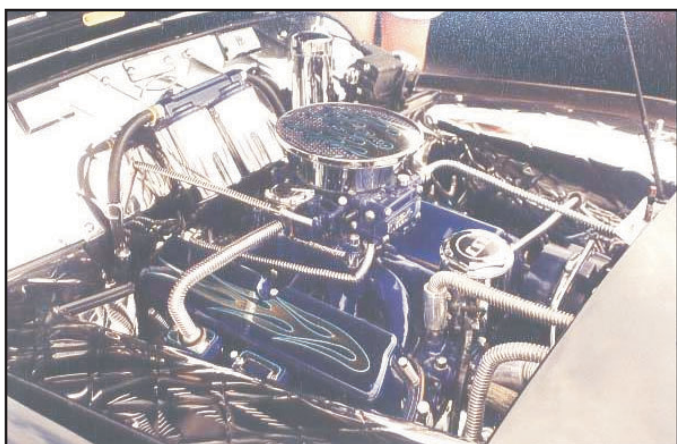
**Conversion performed by:** Owner, with help from friends.

**Things I would do different:** Bigger motor!

**Additional comments:** I traded a motorcycle for the TR3. After driving the car a few miles, the motor began to knock, so I parked it for 5 - 6 years. I decided that I would like a hot-rod. The TR3 was just sitting out back, and a friend had a low milage Granada - a match made in heaven (with a little help). **VB**







## **JUNKYARD QUEST**

**By Kurt Schley & Sue Hunter**

Quests.....For Columbus, it was finding the New World. For Quatermain, it was finding King Solomon's lost gold mines. For any hard-core gearhead it is finding a stash of old, undisturbed cars which are available for sale. Thus I got a heavy duty case of rusty-iron fever when I heard of just such a hoard in the hills of central Ohio. Sue Hunter and I had attended the Canfield auto parts swap meet in August of 2002. I usually wear a bright yellow T-shirt to the swap meets, with "WANTED BUICK/OLDS 215 ENGINES" emblazoned across the front.



This usually garners at least one or two "I know of one..." tales, most which turn out to be leads.

At the last Canfield, OH swap meet an elderly fellow stopped me and stated that he was trying to clear 110 acres of land in Southern Ohio of old cars. The cars had been accumulated there in the 50's thru early 80's by a local auto dealer. When the dealer acquired a trade in or other old car he did not want, it was towed out to the property in the boondocks, lined up with all the others and dumped. Over the many years about 800 cars had accumulated and recently the owner had died. My new best friend, Jerry, went on to relate that he was trying to sell off the cars for the widow, so that the land could be sold. He reckoned that there were at least five or six F-85s or Buick





Specials with 215s inhabiting the chest high weeds and overgrowth.

About two weeks later, Sue and I headed south, equipped with crowbars, cameras, bramble-proof clothes, and flashlights. The final turn off from the road lead onto a dirt path through woods and fields, up to an old brick garage on a steep hillside. Beyond the garage sat row after row of partially overgrown cars of every description. Bill had brush hogged the aisles between the rows, but many of the cars showed only rooflines above the tightly woven thorns and vines. Before Sue and I set out on our 215 search, Jerry related how he had just pulled "about 15 Hemi engines out for some feller. Charged him \$150 each and he seemed pretty happy!" Jerry also cautioned us that it was rutting season and any buck deer wandering around might be a touch aggressive. He had been chased off the hill by a horny and frustrated whitetail the last week.



The next four hours were like playing "Where's Waldo", as Sue and I traveled slowly up and down between rows of well hidden hulks, trying to pick out the Specials, F85's, Cutlass's, and Jetfires. Nearing the end of the search, our tally stood at eight targets located (including two which eagle-eye Sue gleefully picked out after I had walked by and missed them completely). Four were already stripped of the 215, one was a V6 with a 3-speed manual bellhousing and three had intact 215's. Unfortunately, the decades of rest on the often wet ground had resulted in the engines exteriors being pretty rough, to the point



at which I was sure the internals were frozen up. As they were two barrel motors with automatics, I decided to leave them. The next to last row did yield some gold. A '64 Buick, after having the hood bent in half and pried open, showed a 300 motor. Unfortunately not a 4bbl, but still desirable for the heads, crank and front cover. This was a keeper!

Reluctantly we wended our way through the rest of the VW microbuses, tri-five Chevies and other relics down to the garage. I arranged with Jerry to have him pull the 300 engine and I would pick it up in a couple of weeks. Naturally, when we drive down for the motor pickup, Sue and I will just have to go through the collection again. Maybe we missed a 4-speed manual bellhousing, a 215 Jetfire engine or.....? **LV3**

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## **MISCELLANEOUS**

From John Nickols:

Try a cooling fan from a 1972 Mercedes-Benz 4.5 engine for excellent cooling power. I can supply details for those who don't mind Mercedes parts. I installed the fan and a separate manual switch in under 1 hour! If interested, call me at 1-978-369-4485 for details.

John, the "Barn Wizard"

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## **BRITISH V8 ARTICLES**

Articles of interest from recent publications

**Muscle Mustangs and Fast Fords** - February, 2003.

In an article titled "Mass vs Myth," lightweight flywheel/clutch assemblies were rigorously tested against heavier assemblies, both at the drag strip and on the dyno. This topic comes up often in our group, so this article should once and for all settle the question. Hint: lighter is better!

When does enough become too much? Or, more precisely, when does too much become the accepted norm? How does 548HP, 567lbft torque from a Ford 302, stroked out to 327ci, sound? That's exactly what was obtained in a dyno test of an HP Performance turbo-charged Ford small block engine. Although the turbo kit that was tested is designed to fit a Mustang, it appears that it could be easily adapted to one of our British Sports cars. ZOooooooooom!!!



## MAKING A HOT MGB GT V8 COOL

By Barrie Robinson

When I first ventured into the “dropping a Rover V8 into an MGB GT” arena it was soon apparent that cooling is one of the more frequent problems. I did a quick survey and some 12 MGB V8 builders responded. The consensus seemed to be that there *was* a problem but mostly when faced with those dreaded traffic jams on a hot summer's day. Interestingly enough was that the more happy owners were those using the MGB V8 radiator and MGB twin pusher fans. This sort of gave credence to the “factory knows best” opinion.

I, however, felt that my V8 should be able to idle in Hell without bother - not that I intend to drive there! So I attacked the problem on all sides and was not prepared to give quarter on any aspect. This meant I would have to have a heavy duty radiator, which I got from D & D Fabrications. The front valance was modified with large air-holes to allow better airflow to the lower part of the radiator. These air-holes will be covered with a wire mesh stone guard.



*Heavy duty radiator fitted. Air holes put in front valance to increase air flow.*

Furthermore, routing the exhaust through the wings (fenders) was an obvious structural modification. Through-the-



*The exhaust system does have a very pretty look*

fender pipes were obtained from Australia merely because they looked good and to me looking good usually means good performance. I could have had these pipes ceramic coated and I did buy some very expensive exhaust treatment stuff which is used on aircraft exhausts which works just as good as ceramic or so I am told, but they remain untreated.

Giving no quarter also meant using the biggest, most powerful electric radiator fan available to man providing it would fit on the radiator. So I selected a Perma-Cool PRM 19114 puller fan as 14” was practical in terms of real estate. This fan is not pretty if you compare it to Spal or other makes, but it pulls an astonishing 2,950 cfm and this was so far more than any other that I could find. It did measure 3 3/4” front to back. And this is where the plan started to fall apart because there was obviously no room for fat rad, water pump, **and** electric fan.

Something had to go! Now at this stage I was beginning to wonder if my engine was mounted too far forward despite my use of Glenn Towery A/C engine mounts. Several forays into the world of other builders whose cars were already blasting around the roads resulted in some confusion. No one, it seemed, has a standard measurement using a standard part of engine and body. So I invented one! My standard is the distance from the back “shelf” on the firewall to the engine block which is 2 1/8” on my rig.



*The standard distance according to me*

This distance has been matched by a few others so I feel my motor sits in the right place. So, with the motor sitting right, I had to do something at the front end to squeeze in my 14” fan which I could have changed to a lower power but thinner model but, remember, I was in a “no quarter given” mode. By searching the ‘net for a shorter water pump I found a certain Mr. Don Lopez in California who made me a suitable 3” water pump. This, fitted with a VW water pulley, gave me a mere 5/64” clearance between the Perma-Cool 19114 electric fan and VW pulley and this after canting the radiator forward. Somehow, my level of comfort was not high and even the suggested use of an “engine steadier” from Australia did not help. The bonnet release arm, which juts backwards towards the radiator, dictated how far I could cant, so I shortened it by 1/2” and canted the radiator even further.

Result? A whopping 9/32” of clearance which I hope is enough. So now my MGB GT V8 sits waiting for other bits and pieces before being ready for the road but it does have a very severe approach to the cooling problem with heavy duty radiator, stonking electric puller fan, a lot of exhaust pipes outside the engine bay, and nice big airholes allowing hot air to exit through the wings. Here I come Hell! 🗑️



## COIL-OVER SHOCKS FOR MUSTANG II SUSPENSION CONVERTED FOR TR6

By Les Schockey

The first thing to do is to decide on what coil over kit to buy. I chose the Carrera kit shown in **photo 1**. I found that Summit and Jegs both sell the kit for about \$450, but with a little web surfing at <http://www.heidts.com/heip28.htm>, I managed to save \$50. I chose part number MP-041 for the 375# spring rate. They also come in 500#, 600#, etc. but the 375 is right for my TR6 with a Ford 351W.



Photo 1: Carrera coil-overs after modifications.



Photo 2: New coil over springs before and after cutting.

The coil-over kit may be used as is, but to get more adjustment out of it, you should modify the spring length as in **photo 2**. **Photo 1** shows shock and coil after being modified.



Photo 3: Stock springs compared to the cut-down coil overs.

The coils on the kit are 8.25 inches tall at free length. For the 6 application the length should be 7 inches so no pre-load is required. As you can see above, I cut 1.25 inches off the top. This will allow an adjustment up to four inches of load, which means the car can be adjusted from its lowest point of about two inches off the ground to about 6 inches. Be sure to cut with a saw, to avoid overheating.

The installation was fairly easy. Just remove the old shock and coil. Screw the new adjustable shock in from the bottom holding the bottom spring support and spring in place by hand. Bolt the shock in place and then adjust the bottom spring support up about 1 inch to pre-load the spring. This is a good starting point. Now you can have complete control of road height, spring rate and camber adjustment. **VE**

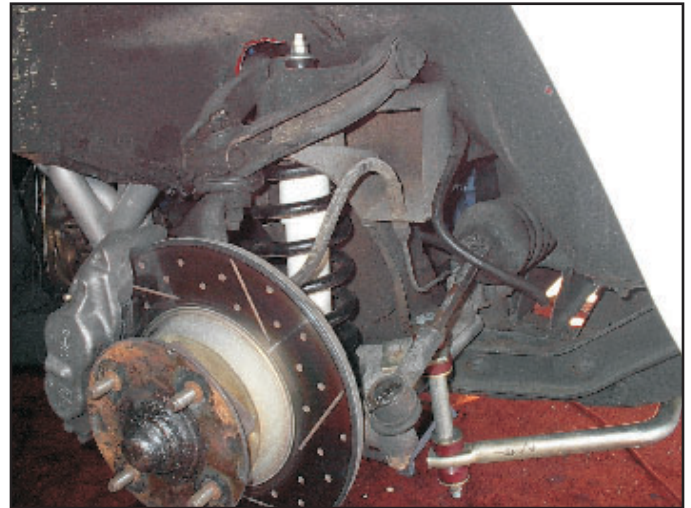


Photo 4: The stock TR6 installation.

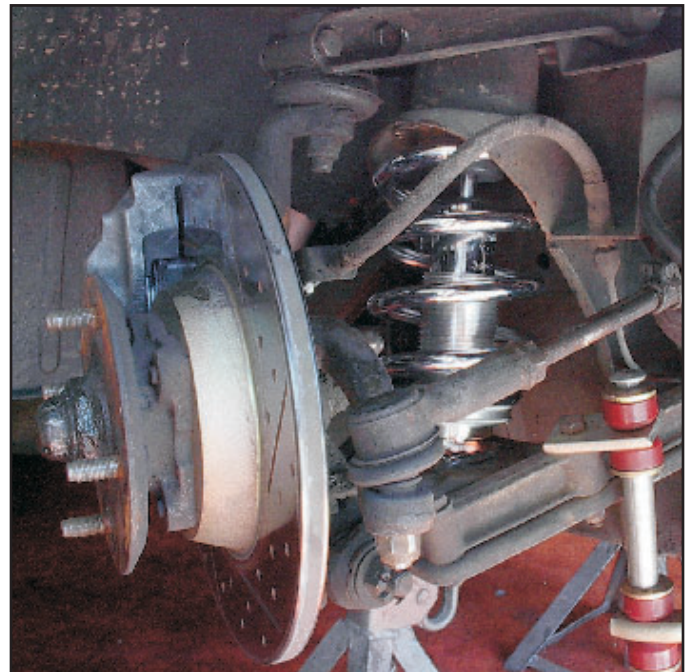


Photo 5: The completed installation.

## TORQUE VS HORSEPOWER

By Dan Masters

Horsepower *IS* what torque *DOES*. Try this: go out to your car, release the handbrake, and put it in neutral. Lean against the driver's door and push as hard as you can. Really bear down on, work up a sweat! Ok, now take a deep breath and go around to the back of the car and push on the trunk. A lot of difference, right? In both case, you exerted a lot of force (torque), but only when you were pushing on the trunk did you actually do any work (horsepower). Work, in the scientific sense, requires that something be accomplished in order to be considered work. Even though you may have worn yourself to a frazzle while you were pushing on the driver's door, no work was done because you didn't accomplish anything, ie, the car didn't move.

Way back years ago, when the steam engine was new, some means of impressing the ordinary citizen with the power of these mechanical marvels was needed, and James Watt, one of the primary progenitors of steam power, came up with the concept of "horsepower" as a term that would be meaningful to most folks. In the very early days, steam engine were used primarily to pull or to lift things, pretty much in exactly the same manner as were horses. Watt determined that a "good" horse (whatever defined a good horse) could lift (through the use of rope and pulleys) 550 pounds a height of one foot in one second. Thus the definition of horsepower. Any engine that could also lift 550 pounds one foot in one second would be doing the work of one horse. Any engine that could lift 555 pounds TWO feet in one second would be a two-horsepower motor. Lifting 1100 pounds one foot in one second would also be a two-horsepower engine. A 500 horsepower engine would lift 550 pounds a distance of 500 feet in one second. And so on.

The next question, then, was how to determine the horsepower ability of an engine. A very simple way to do it would be to hook the engine up to a load, lift it, and see how far it was raised in a given period of time. Easier said than done, for both theoretical and practical reasons. Especially when we are talking about steam locomotives, rather than pumps and lifts. To make real world measurements, it would be necessary to rig up a scale between the engine and the load in order to determine the actual "weight" of the load being pulled, the load would have to be moved over a measured distance, and then be timed for that distance.

This still wouldn't give the horsepower of the engine itself, as the engine is not directly pulling the load. The same engine on a ten-ton locomotive would not pull the same load that it would if it were on a five-ton locomotive, for example. In essence, the measured horsepower would be what we now call "rear wheel" horsepower. If the engine is removed from the locomotive, or other drive machinery, horsepower can't be measured, as the engine is no longer doing any work.

Therein lies the real distinction between horsepower and torque. As stated at the beginning of this article, horsepower is what torque does! Torque is force applied, horsepower is the displacement of an object, or objects, over a distance during a period of time. An engine, in and of itself, produces no horsepower, as it does no work. Only when it is connected to a load through some sort of machinery, in our case, an automobile, is horsepower produced.

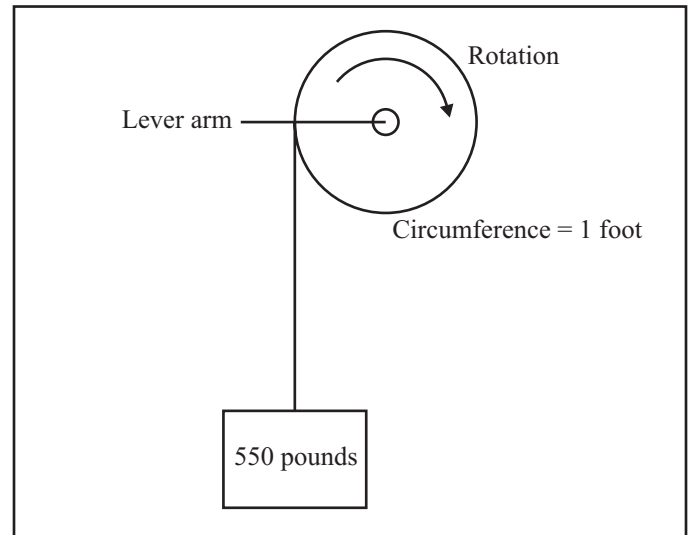
You will often hear of building a "torque" motor for one purpose, and a "horsepower" motor for another. In reality, what is meant by these distinctions is nothing more than defining where in the rpm range the torque is generated. A motor that produces its maximum torque at a low rpm would be a "torque"

motor, whereas one that produces maximum torque at a higher rpm would be a "horsepower" motor. Naturally, that's a broad generalization, but it serves to illustrate the differences.

In truth, I'd love to see the term "horsepower" discarded, as, in my opinion, it has no real value. When an engine is tested on a dyno, only torque is measured - horsepower is then mathematically calculated from the torque values, using the equation:

$$\text{Horsepower} = \frac{\text{Torque} \times \text{RPM}}{5252}$$

How does this equation relate to anything? Consider an engine sitting on a test stand (dyno), with a pulley attached to the crankshaft. Assume that a rope is wrapped around the pulley, and a load, or weight, is attached to the rope, as shown below:



As you can see, the pulley acts as a lever arm, with a length equal to the radius of the pulley. As the pulley rotates, it has the same effect as the twisting of the lever arm. Foot pounds of torque is then converted into a "lifting" force. If the pulley is one foot in circumference, one rotation of the pulley will lift the weight one foot. If the pulley (engine) is operating at 60 rpm (one revolution per second), then the weight will be lifted one foot in one second. If you will recall from above, 550 pounds lifted one foot in one second is the definition of one horsepower, so we have a one horsepower engine. Sparing you the math, it can be shown that after all the conversions - seconds to minutes, radius to circumference, factoring in the value of Pi, etc - horsepower is indeed related to torque per the above equation.

Consider two engines, both rated at 200 HP. Engine "A" is 200HP at 10,000rpm, and engine "B" is 200HP at 3,000rpm. Working the equation backwards, we see that engine "A" is producing 105lbft torque at 10,000rpm, while engine "B" is producing 350ft-lb torque at 3,000rpm. Which engine would you rather have in your car? Without further data, you can't really make a choice. In fact, they could very well be the same engine. But what if you learned that engine "A" only produced 75HP (131lbft) at 3,000rpm, and "B" only produced 75HP (39lbft) at 10,000rpm, which one would you want? Before you could make a valid decision, you'd need to know two things - what you intended to use the engine for, and what the torque curve looked like. Never mind horsepower, you want to see that the torque peak falls where you need it, and is enough for the job at hand. **VE**



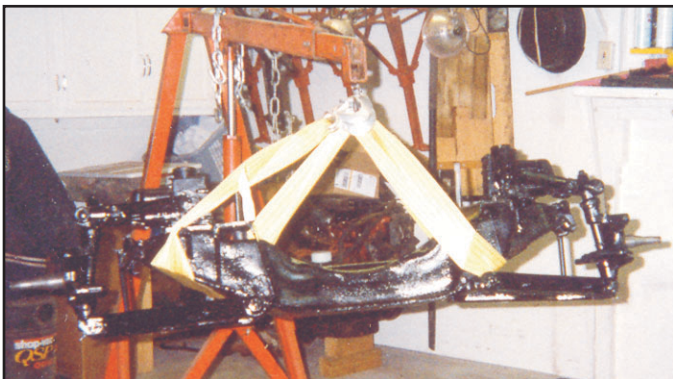
### HOW IT WAS DONE #3

**Owner:** Harvey Liechti  
**Painesville, Ohio**  
**Elizaliechti@aol.com**  
**Model:** 1971 MGBGT  
**Engine:** Rover 3.5L V8

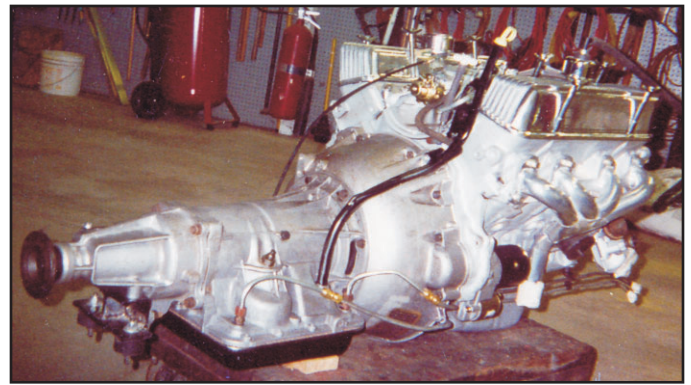
The jump from a 1977 Midget to this screamer may seem odd, but it moved me. This MGBGT was found sitting under a tree for two year. The animals and Mother Nature had taken their toll. A complete body rebuilding was taken on. Since the V8 was to be installed, the front body work went hand-in-hand with this.



A late model front cross member, steering, steering column, and dash were used. The left pedal area was replaced with late model sheet metal to accept the steering column and upper steering bracket. A late model power brake assembly was installed. The firewall had 1 1/2" removed on each corner. Late model front motor mount brackets were welded in place. The lower front pan was cutout to the front slam panel bracket and boxed in. New style radiator brackets were fitted and welded in.

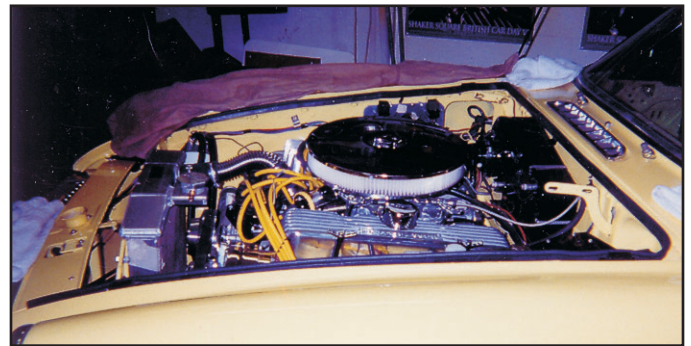


My V8 Rover had a BW-T-35 automatic transmission when it was purchased. Everything looked like it would fit, so I tried it, and it did! No cutting of floor pan or original transmission hump was needed. The rear transmission cross member was made from a piece of 1/4 X 6 flat steel. The rear transmission mount was made using two 1961 Ford Galaxy transmission mounts. My problem with the Rover transmission was no dip stick tube - only a rear sight glass. I found out that

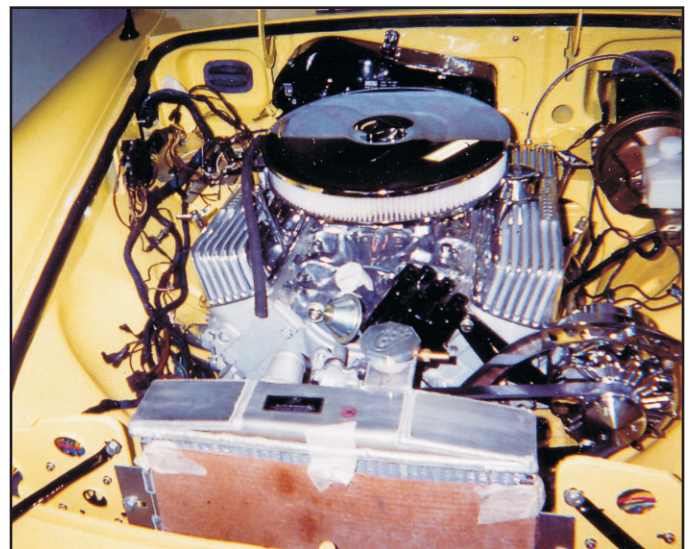


Borg-Warner of England made this transmission for about six different manufacturers.

I found a used Volvo transmission that had the dip stick tube. The center case is Volvo, the front transmission bell and rear tailshaft housing are Rover. All bolt holes line up - no

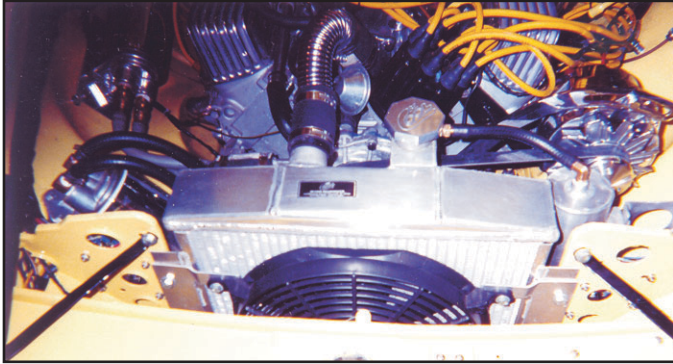


drilling or moving holes. All inner working are the same. I used a Volvo kickdown cable. I needed a new one, and I got it the next day from the local Volvo dealer. A new arm had to be made for the shift selector - B&M didn't want anything to do with this! A bracket was formed to mate the kickdown cable to my Carter 500cfm carb linkage. Because of interference with the transmission cooler lines running to the radiator, a remote oil filter was installed. I also installed an auxiliary transmission filter. They are both mounted on the right wheel well inside the engine compartment. The front half of a TR6 driveshaft was mated to the transmission - thanks to Scott Harpen, Team Triumph, Warren, OH, for this.

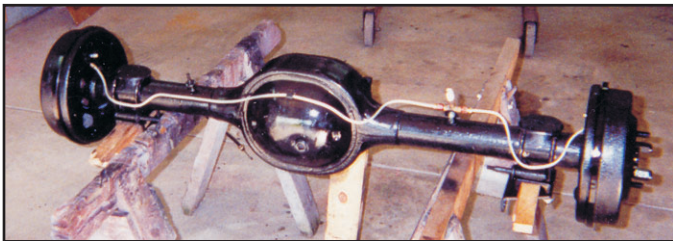




I saw Bill Yobi's car at the British Car Day at Shaker Square car show and got the "Be-Cool" radiator idea from him. The Be-Cool radiator I purchased, designed for a '65 Mustang, was the first one with a transmission cooler. A Perma-Cool 12" fan was installed as a pusher, with a Painless thermostatic switch installed in the intake manifold. Painless part # 30111, 185° - 175°. I have ran this car in stop-and-go traffic in over 90° days in Cleveland and Columbus, and on the Turnpike and Interstates with no cooling problem (never over 200°).



The Mustang 2.79 rear axle was centered and narrowed by Moser Axle in Indiana. New axle shafts were needed. The axle housing and shafts were shipped both ways by UPS in ONE week. The emergency brake cables are from a 1968 Chevrolet ½ ton pickup - thanks to Bernie Posey and Jeff Foote for this tip. A



rear gas shock kit was installed. The 16 x 7, 4 x 4 ½ Konig wheels I chose, with a set of 205/50 R16 Nitto tires (NT 450), needed a 3/8" spacer to clear the top rebound tower.

The engine was completely rebuilt, with 0.030 over pistons, 0.010 - 0.010 crank, and a Crower street cam from D&D fabrications. New lifters and pushrods were installed. A set of Jet Hot coated block hugger headers from D&d were used.

"Golden Oldie" style gauges were used from Autometer. Inserts had to be welded into the dash, as the MG speedo and tach are larger. A panel was welded into the dash in the air duct area, where switches and indicating lights were installed. I used a new MG fuel tank sending unit because the resistance range was very close to the Autometer fuel gauge



requirements, and no major revamp of the Autometer was required. My own version of Dan Masters' wiring was used (thanks, Dan!). A new dash cover was installed, along with Pontiac Fiero seats and an all black interior. The exterior was painted a 1998 VW Beetle yellow.



I have a lot of people and many suppliers to thank for this project. I would do this again in a minute. It is nothing but a joy after two years of work! **VB**

## **ENGLISH TRIFLE**

**By Christa Masters**

*(No, this is not a cookbook, but I had too much space left to leave blank, but not enough for another article. This traditional English desert has been well received at British car gatherings and it's so easy, even I can do it! dm)*

### **INGREDIENTS:**

1 16-ounce box of wilderness raspberries  
1 or 2 packs of Ladyfingers (without filling)  
1 family sized pack of red raspberry Jell-O mix  
1 family sized vanilla pudding mix  
2 cartons whipping cream  
1 bag of sliced almonds, toasted  
Maraschino cherries

### **DIRECTIONS:**

Line bottom of a large clear bowl and half up the side with ladyfingers, split in two.  
Divide raspberries into two halves and sprinkle one half over ladyfingers  
Cover with remaining ladyfingers  
Sprinkle the remaining raspberries over the second layer of ladyfingers  
Make Jell-O according to package directions and ladle it very slowly over the layers of ladyfingers and raspberries, and refrigerate overnight  
Mix pudding according to package directions, leave in pan, cover and Place in refrigerator to cool, but not long enough to completely set (about 5 min)  
Pour pudding over top of ladyfinger/raspberry/jello layers and refrigerate.  
Before serving, top with whipped cream, and decorate with the almonds and cherries



# **BRITISH V8 MEET 2003 SCHEDULE OF EVENTS**

## **Wednesday, April 30:**

- Registration and welcome party around the pool.

## **Thursday, May 1:**

- Continental breakfast, courtesy of the motel.
- A morning drive to Newfound Gap (el app 5,000ft). Bring a coat, because it will be COLD at Newfound Gap, regardless of how warm it is in Townsend. We will stop for a picnic along the river on the way back. A box lunch will be provided.
- Afternoon option 1: A visit to Gatlinburg and/or Pigeon Forge. Lots to do in these two cities, and for the ladies, this is shopping nirvana! There are plenty of good eating places in Gatlinburg and Pigeon forge for dinner, and you will work up a good appetite by the time dinner rolls around. Be sure to bring a good pair of walking shoes. Gatlinburg and Pigeon Forge will be a short side trip (2 - 8 miles) from our return route.
- Afternoon option 2: Have a go at "The Dragon," 318 curves in 11 miles! The Dragon will be about a two hour drive from the picnic area. Dinner stop on the way back.
- Afternoon option 3: Caravan to Sweetwater and sail the Lost Sea - take a boat ride on an underground lake, deep below the surface. Bring a jacket, as it's always 58 in the cave, year round. Stop for dinner on the way back.
- Restaurants are available across the street from the motel for dinner for those who choose not to make any of the planned trips, or you may want to take the 30 minute drive to Gatlinburg for a wider choice of restaurants.
- Social hour(s) at the motel. Refreshments will be provided.

## **Friday, May 2:**

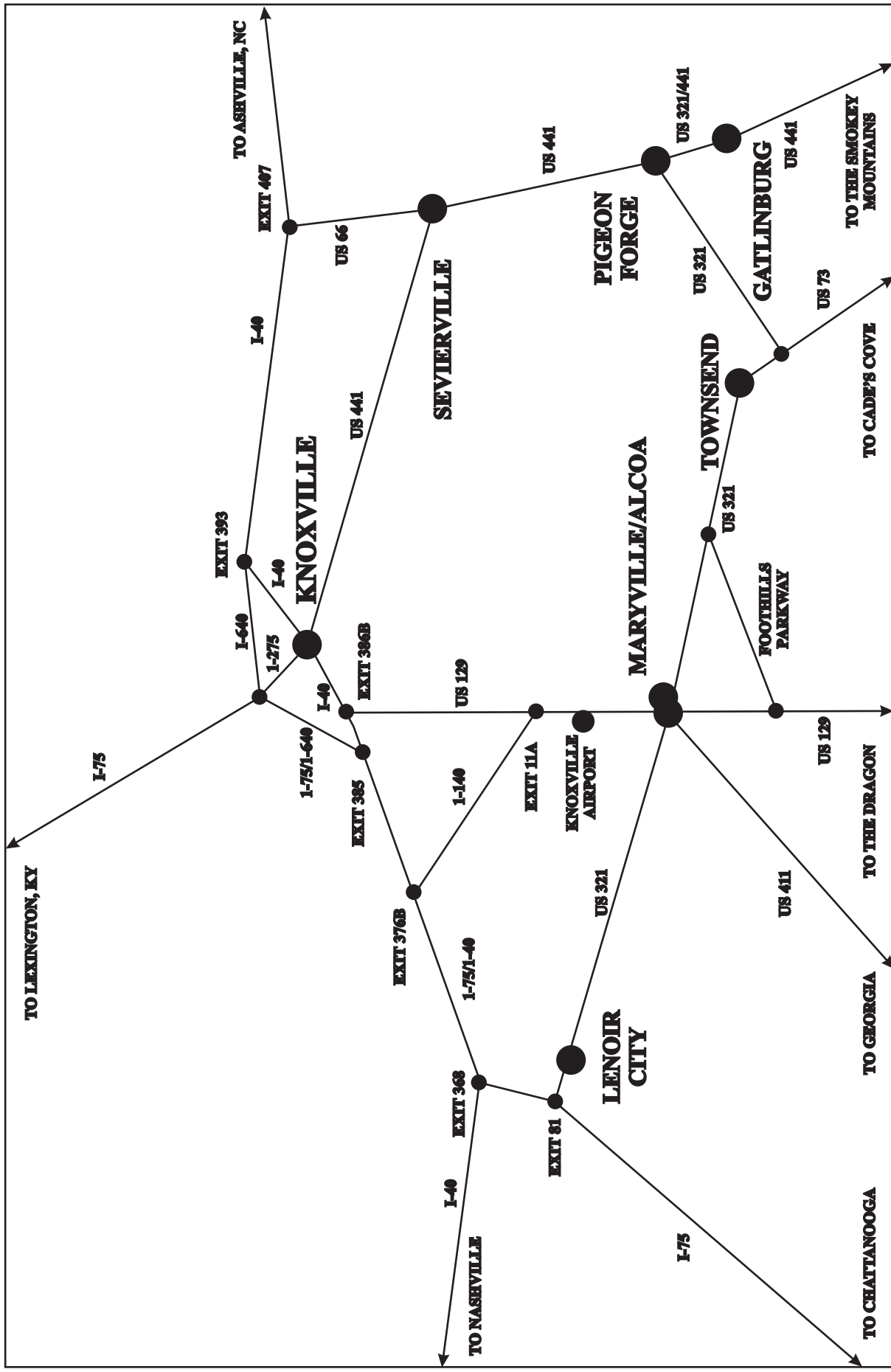
- Continental breakfast, courtesy of the motel.
- Tour of Cade's Cove - an interesting and scenic 11 mile drive through an old pioneer settlement area. Cade's Cove is about 9 miles from the motel. Snacks and soft drinks will be provided when we gather at the old mill and visitor center, approximately half-way round the Cove loop drive.
- Restaurants are available across the street for lunch, or you may prefer to drive to Gatlinburg
- Afternoon option 1: Take a well deserved rest break, and lounge around the pool if the weather permits. Temperatures range from 60 to 80 in May, so you might get a chance to swim.
- Afternoon option 2: Some of you may want to check out the Street Rod event in Knoxville - a good time to pick up some of that speed equipment you've been looking for. There will be dozens of venders there, and they usually offer discount prices at the show. Friday is a good day to go, as the crowds are not so large then, and parking is readily available. There will be around 3500 Street Rods in attendance.
- Afternoon option 3: If you missed one of the Thursday options, Friday is a good time to catch up.
- Autocross.
- Vendor displays.
- Tech Sessions.
- Catered barbecue dinner (GOOD barbecue) and a Bluegrass concert at the motel.

## **Saturday, May 3:**

- Breakfast drive along the Foothills Parkway to the "Top of the World" (el app 2,000ft - bring a coat). Pastries, bagels, coffee and juice will be served at the scenic overlook parking area. The more energetic may want to take a 1/2 mile hike up to the fire tower for a spectacular vista. For those who want to do the Dragon, this would be a convenient kick off point.
- "Show and Tell" - Owner's tour of their cars: what was done, why it was done, how it was done, etc.
- Vendor displays.
- Tech Sessions.
- Visit with/entertain visitors from the British Car Gathering being held next door (180 cars).
- Drive through the Smokies along Little River Road to the Park Grill in Gatlinburg for a banquet.

## **Sunday, May 4:**

- Farewell coffee and doughnuts in the parking lot.



**British V8 meet 2003**  
**May 1, 2, 3, 2003**  
**Highland Manor Inn, US Highway 321**  
**Townsend, TN 37882**  
**1-800-213-9462 1-865-448-2211**  
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**REGISTRATION**  
**2003 BRITISH V8 NATIONAL CONVENTION**  
**MAY 1, 2, 3, 2003**  
**HIGHLAND MANOR INN, TOWNSEND, TENNESSEE**

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City/State/zip: \_\_\_\_\_

Day phone: \_\_\_\_\_ Evening phone: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Additional names for name tags: \_\_\_\_\_

Participating car: \_\_\_\_\_

I am aware of the hazards inherent with motor vehicle events and I specifically release and do indemnify the organizers, supporting sponsors, the British V8 Newsletter and NAMGBR collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention. I have read and agree to this release.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**ENTRY FEES:**

**Registration:** \_\_\_\_\_ @\$45.00 = \$ \_\_\_\_\_

**T-shirts:** \_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ XXXL \_\_\_\_\_ @\$15.00 = \$ \_\_\_\_\_

**Box lunch:** (one is included in your registration - mark 2 or 3 only if you want extras. Use extra sheet if needed. If you make the Newfound Gap run on Thursday morning, your lunch will be delivered. If not, you may pick it up at any time during the meet)

	Meat: choose one	Cheese: choose one	Bread: choose one	
#1	___ Ham ___ Turkey ___ Beef	___ Swiss ___ American	___ Rye ___ White ___ Whole wheat	___ 1 ___ @ \$0.00 = \$ ___ 0.00
#2	___ Ham ___ Turkey ___ Beef	___ Swiss ___ American	___ Rye ___ White ___ Whole wheat	___ @ \$7.00 = \$ _____
#3	___ Ham ___ Turkey ___ Beef	___ Swiss ___ American	___ Rye ___ White ___ Whole wheat	___ @ \$7.00 = \$ _____

**Friday BBQ dinner:** (one is included in your registration - mark only if you want extras.  
 Children under 12 eat free): \_\_\_\_\_ @\$10.00 = \$ \_\_\_\_\_

**Saturday Dinner:** (Not included in your registration. All dinners include a garden salad, home made bread, and coffee, tea, or soft drink. Price includes dinner, tax, and gratuity. A cash bar will be available)

**Prime Rib** - 9 ounces, seasoned with a house special spice blend. Served with a baked potato: \_\_\_\_\_ @\$24.00 = \$ \_\_\_\_\_

**Hen Wallow Roast Chicken** - Roasted with fresh garlic, herbs and spices. Served with lightly seasoned rice: \_\_\_\_\_ @\$24.00 = \$ \_\_\_\_\_

**Little River Salmon** - Fresh Atlantic salmon fillet grilled on Tennessee hickory charcoal, Topped with drawn butter. Served with lightly seasoned rice: \_\_\_\_\_ @\$24.00 = \$ \_\_\_\_\_

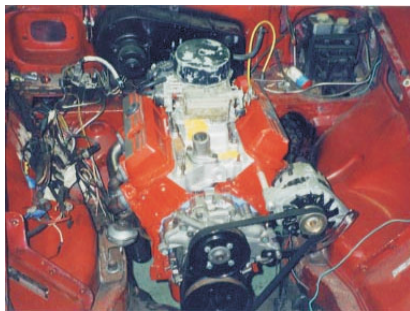
**Children's menu** will be available for children under twelve to select from: \_\_\_\_\_ @ \$8.00 = \$ \_\_\_\_\_

**TOTAL:** = \$ \_\_\_\_\_

Make your check or money order payable to The British V8 Newsletter, and mail with the registration form to:

**The British V8 Newsletter**  
**C/O DMP**  
**PO Box 6430**  
**Maryville, TN 37802-6430**

**No refunds will be given unless notice of cancellation is received prior to April 25, 2003.**



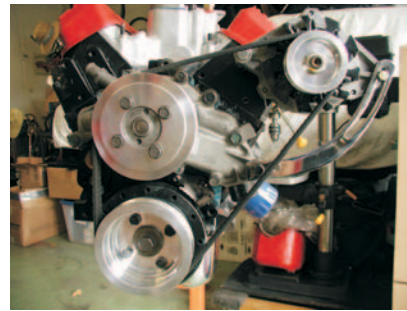
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