BRITISH V8 NEWSLETTER

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

VOLUME X, NUMBER 2

MAY - AUGUST, 2002

JIM BLACKWOOD'S SUPERCHARGED MGB

FEATURED STORIES:

- HANK KLEBAN'S MG MIDGET/CHEVY V6
- LYLE JACOBSON'S MGA/BUICK 215 V8
- KEITH CHILDS' MGB/ROVER 3.5
- TREMEC 5-SPEED IN A TR6
- SUPERCHARGING THE MGB V8
- ALTERNATIVE ENGINES
- ENGINE WEIGHTS

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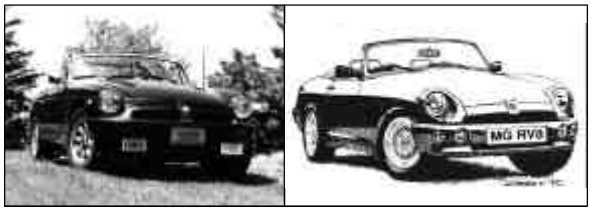

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WEB SITES OF INTEREST
http://lotus.www.50megs.com/V8articles.htm
Several reprints of 215 hop-up articles and rundowns on 215 race cars - John's Lotus Garage.
http://members.tripod.com/~RoverSD_1/
Rover site with some excellent tuning/hopup information.

BRITISH V8 NEWSLETTER

Volume X, Issue 2 **May - August, 2002**

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FROM THE EDITOR

This issue marks a milestone of sorts. A full calender year has passed since the first issue of the newly named British V8 Newsletter appeared, and this issue completes the first year's worth of issues since I took over the publishing duties. Hopefully by now, I have caught up with everyone who was short-changed during the publishing fiasco of last year. I have mailed out an awful lot of back issues to subscribers in the last few weeks (around 200 copies!) since Dan Lagrou, of D&D Fabrications, sent out a flyer to his customers with a note to contact me about the newsletter. Dan also made a very generous contribution to the newsletter, helping me to recover some of the cost associated with sending out back issues and maintaining the web site (something to think about as you consider where to buy your conversion parts). Thanks, Dan!

After a lot of thought, considering all the options, I have decided to continue publishing the newsletter on line as well as in printed format. At $15.00 per year, the printed version will, I hope, pay for itself, but the cost of the online version will require financial support from readers if I am to keep it up. If you enjoy the online version, and find it of value to you, a modest contribution would be much appreciated. I believe there are enough online readers that if everyone who reads the online version would send me a dollar per year, I could recover my expenses. Note everyone, though, will be willing to send even one dollar, so I would ask each of you that are willing to help to contribute one dollar per issue. I'm not looking to make a profit on this, so if that one dollar per issue should turn out to an excessive amount, I'll let you know and revise my request. On the other hand, if it doesn't generate enough revenue, I'll let you know about that as well.

Springtime has finally arrived here in the south, with warm, sunny days, and cool, breezy nights. Alas, for the first time in over twelve years, I'm without a running sports car. I have two V8 conversions under construction, and my "stocker" is down with a bad rod knock, so I'm reduced to driving an old Toyota pickup. Bummer! I need to get away from this computer and back out in the garage.

How many of you are planning to be at the British V8 convention in Grand Rapids in August? I certainly plan to be there, even if I have to drive my truck. Steve Carrick and his pals have put together what looks to be a great event. How can you miss track time at Gratten? Planning is under way for the 2003 event. Possibilities being considered are Denver, CO in June, Knoxville, TN in September, or Tacoma, WA, time to be determined.

CANADIAN CORNER

By Martyn Harvey
Canadian MGBV8 Register
www.mgbexperience.com/ca-mgbv8
harv8@sympatico

It's great to see that there are numerous MGBs currently under conversion to V8 power across Canada. I'm only aware of those cars that have been " registered" at the Canadian MGBV8 Register website (http://www.mgbexperience.com/ca-mgbv8) so there may be even more than I know. The interest in these exciting and fun machines continues to grow and so does the number of questions I receive about conversion techniques and sources for V8 conversion parts.

During the past seven years I've enjoyed the process of building my own MGBV8 and I've especially enjoyed the camaraderie that is part of MG ownership. However, through personal experience, I know that the cost of converting a car in Canada has become astronomical. Canadian MGV8 converters have to endure several deterring obstacles when procuring their conversion parts. These include: the poor exchange rate of the Canadian dollar, seemingly high shipping costs, and the hassle of Canada Customs' procedures. Hopefully, these obstacles will not deter Canadians who love their MGs and dream of driving them with a few extra horsepower to keep up with the flow of modern traffic. Some people have the skills to fabricate their own parts and therefore avoid some of these nuances. For most people though, there's a balance between fabricating parts at home and sourcing parts from afar. There is one thing I am certain of; a large part of the excitement of MGBV8 ownership is the process of designing and building one's own car.

The Canadian MGBV8 Register website provides useful information about building an MGBV8 and about sourcing conversion parts. There are several different pages that include: links, detailed listings of members' cars, a discussion board, classified ads, and an account of my MGBV8 experiences. I hope all MG and other car enthusiasts find it an interesting and valuable resource.

I hope we'll see a few more Canadian V8s on the road this driving season and I'm looking forward to visiting with all my V8 friends at this year's events.

Cheers, Martyn Harvey

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TUNE-UP SESSION
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There are several half-hour sessions available, limited to 60 cars. There will be track restrictions of no passing in the corners, a helmet that meets SCCA rules, completed and signed waiver forms, and NO ALCOHOL.
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NOTE:
This "tune-up" session is ***NOT*** sponsored by the V8 Newsletter. Neither Steve nor the Newsletter assumes any responsibility for this event, but are only acting as a co-ordinators for the convenience of our readers.

Supercharging theMGB-V8

By JimBlackwood,

Many of us have lusted since early adolescence for a car with a "blower". For me it was a TV commercial where a teenaged boy taunts his dad by playing with the throttle linkage on the bug catcher while the old man is trying to talk. That car

was just too cool. In any case for some reason that big belt drive sticking through the hood just struck some primitive nerve. Having gone the route of the V8 conversion on the MGB, what could be better than supercharging it? For the BOP 215/Rover V8 this is no small order however and as a result this car was first fitted with a factory Olds turbocharger. This was a neat piece of work and gave pretty good performance, but the entire setup was limited in a number of ways and when the shaft bearing began to wobble an excuse was born.

So this is the story of an MGB fitted with a roots type positive displacement blower, along with a modern engine management system including fuel injection and a distributor-less ignition.Might aswellgothewhole route at once I reasoned. Or maybe reason had nothing whatsoever to do with it. In any case it was accepted at the beginning of the project that the drive and blower would stick through the hood. Maybe at some primal

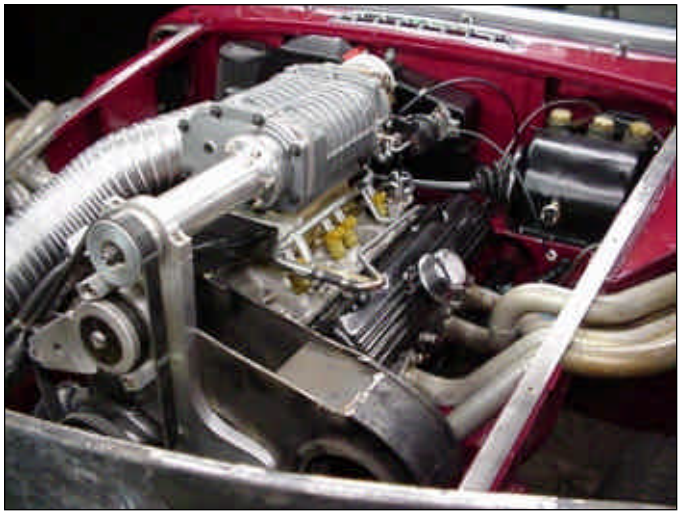
level that was the objective. At a later stage it was seen that it could be possible to do the conversion and have the hood close on it. Therein lies the potential for a serious sleeper and this thought will be picked up again later, so if you want to keep the stock appearance stay tuned. A little about the patient and the direction of the project is in order. The donor car was a 1971 MGB roadster with a very checkered past, and not one that would have been selected for restoration by anyone but a masochist. So despite anyone's preferences in regards to originality of bodywork, interior, or any other aspect of the car this should not offend the purists in our midst. They all would have likely consigned the entire car to the parts bin or the scrap yard long ago, and it is only by virtue of the radical modifications it has undergone that it has survived.

In short, the car has been lowered a couple inches, has been widened by some six inches, sports about twice the stock tread area, extremely oversized front brakes, and any number of other custom modifications we can touch on later. The engine in question is a genuine original Olds Turbo 215 which was rebuilt at Joe Lemley's Racing Engines in Southpoint, Ohio before I got it. Some of the old drag racers among us may remember Joe as the NHRA class record holder during the late sixties in the six cylinder class, a distinction he held with his grey Corvette for two or three years. Anyway, the turbo engines had unique high compression heads, which in combination with stock Olds .030 over low compression pistons, composition head gaskets, and .040 milled from the heads gives between 8 and 8.5:1 compression. Olds heads were used rather than Buick because of the even six bolt per cylinder head bolt pattern which gives better clamping force than either the Buick 5 bolt heads or the 300 cu in 4 bolt heads and should do a better job of sealing

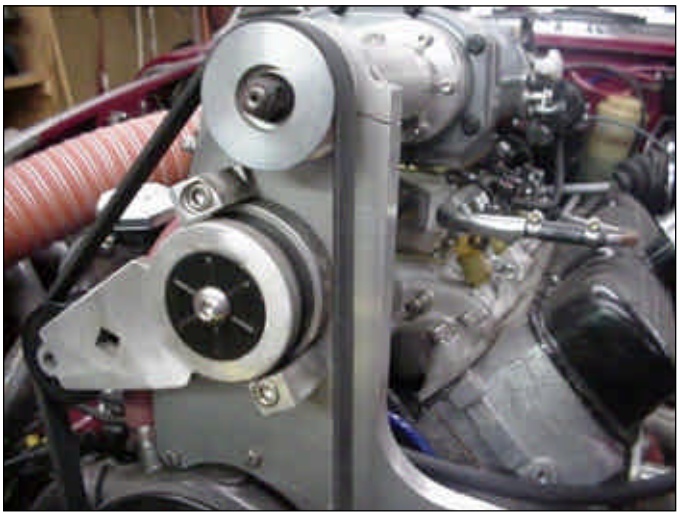
with forced induction.Asboost is expected to be between 5 and 7 psi, O-ringing the cylinders is not needed and the factory valve springs were retained since high rpm operation should not be necessary. The factory cam was retained as well for good drivability, and no other significant changes were made to the heads aside from light port matching and cleanup. Stainless steel was used for all external fasteners, in most cases button head capscrews, which give a larger head bearing surface than socket head capscrews, as well as simply looking better. The choice of stainless was a practical one, to prevent corrosion.

After a good deal of investigation an Eaton blower was chosen. It is somewhat oversized for the 3.5 liter displacement, being designed with a 3.0 to 5.7 liter engine in mind, but that makes it an ideal size for a 4.6 Rover or a stroker motor. It is overdriven at a ratio of 2.3:1, giving a rotor speed of about 12,000 rpm at 5,000 rpm crank speed and if overboost becomes a

problem the ratio can be easily reduced with a top pulley change. The model designation is M-90. It is the 4th generation unit which has an integral bypass valve, a rear inlet, is specifically designed to work with multiport fuel injection, and can be mounted in any orientation. As British car enthusiasts should know, Eaton blowers have been around for a very long time, and this was an element of the decision. The cost was reasonable at around $1100 from Magnuson Products in Ventura, CA



(magnusonproducts.com) but at the time of purchase these units were still scarce and I had to twist Jerry's arm a little to get his guys to ship me one. This blower was mounted in the conventional location to a brass plenum bolted to a modified Offenhauser intake manifold. A front support plate was machined from ¾" aluminum and mounted to the front of the engine using the water pump bolts. This plate incorporates the tensioning arm and pulley for the dedicated 7 rib serpentine belt. The tensioning arm is the Ford 4.6 unit with the rotation reversed and new stops bolted to the support plate. It is mounted with ½" button head capscrews on a boss countersunk into the plate. The alternator also hangs from the support plate, having a long 3/8"

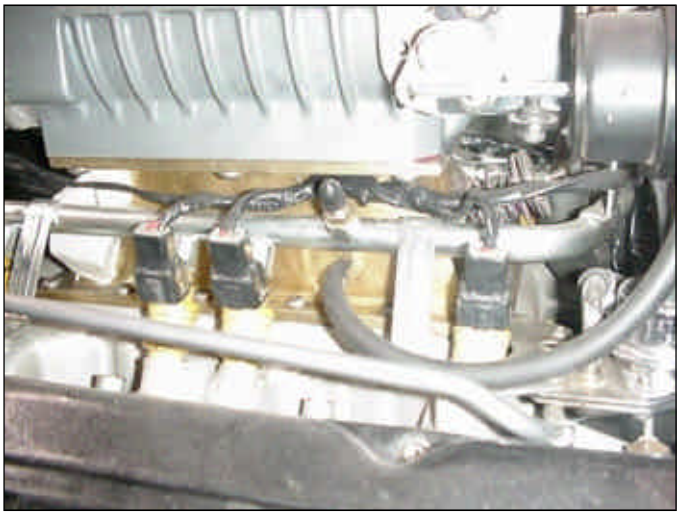


bolt attaching to the front of the left head as well. For the lower drive pulley, the hub of the Olds damper was used and modified as follows. The Ford crank timing wheel was fitted to the back side and welded into place. Then the center of the Ford damper wasmachined to press fit to a machined hub and was tackwelded so that it couldn't move and the assembly was balanced. This was mounted to the damper hub using longer pulley and center bolts. The outer ring of the Ford damper doubles as the serpentine drive pulley, and the water pump drive pulley is attached in the conventional way. This moves the outer pulley forwards a good distance and was accommodated by using a flat pulley on the Buick 300 cast iron water pump, which is shorter and has the neck angled rearwards away from the serpentine belt. Since the nose or drive of the blower was a custom length which is available in 1" increments the housing for it is made in two pieces. The front cover is cast and is the same as the standard front cover except for having a machined boss for attaching the flange of the extension housing. This extension can be made in various lengths, in my case 8-1/4". That plus the front cover

gives a drive housing length of 10" to the back of the pulley. The plenum houses a special experimental intercooler using heatpipe technology, has a sneeze valve on the rear under the blower intake, and raises the blower above the injector fuel rail.

The Offy manifold was chosen because of the single plane runner design and large plenum area after removal of the internal flow dividers which simplified injector placement and

made room for the intercooler. The late Rover fuel rail was used with Ford injectors mounted in aluminum bosses. These bosses were heli-arced into recesses cut into the runner top surfaces



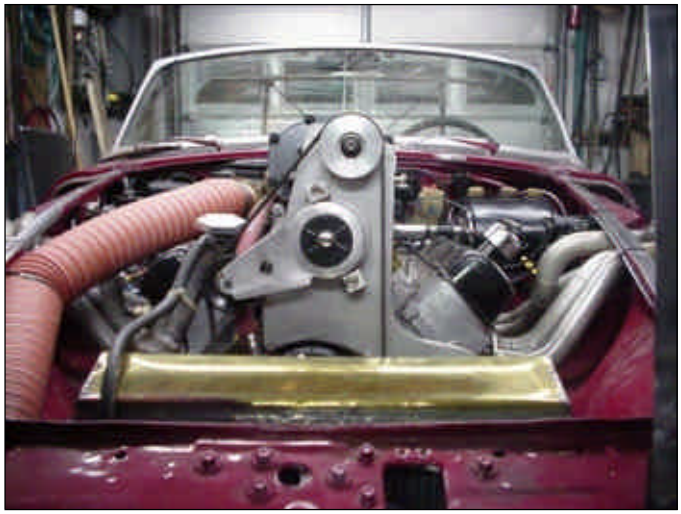
using a special jig and purpose designed milling cutters, to closely approximate the placement and angle of the Rover injectors. Once the jig is bolted to the intake a ½" drill is all that's needed to drill the holes and cut the seats for the injector bosses and of course, it will bolt up to any BOP/Rover intake. It would have been possible to use an epoxy based adhesive instead of TIG welding the bosses in, but as I was already having a ¾" flange welded to the top of the manifold it wasn't much extra to weld them. On the exhaust side of the heads, flow is handled by custom fenderwell headers having 1-3/8" diameter equal length primary tubes running 35-1/4" into spiral scavenging 2-3/8" collectors, from where they dump into header mufflers and exit in front of the rear wheels. The exhaust system runs through the bodywork and is accessible by raising the forward tilt hood assembly, and by removing the stainless grillwork from the flared rocker panels.

On the intake side of the blower, fresh air is drawn through a conical K&N filter behind the radiator grille. Wire reinforced silicon hose routes this back to the mass airflow meter near the rear of the blower after which a larger "U" shaped hose

connects to the throttle body. A brass coupler matches the throttle body to the blower inlet. An idle speed control valve is plumbed in parallel with the throttle body and no EGR is used.

A Ford powertrain control system was used as the electronics package, featuring the EEC-IV PCM and modular distributorless ignition cannibalized from a 1993 Crown Vic police cruiser with the 4.6 liter V8 engine. This system was chosen for its ready availability, high level of sophistication and its proven high performance potential. The system has the ability to modify and store engine tuning parameters based on sensor feedback, and some very good hardware and software packages are available for under $400 which allow virtually unlimited programming changes to be made for custom tuning. In unmodified form the injection system can support power levels over 300 hp. I would recommend using a system taken from a Mustang though as most of the tuning work has been done using those computers. There is a large library of binaries, and GUI software has been well tested, whereas with the Crown Vic I am breaking new ground. Gee what a surprise!

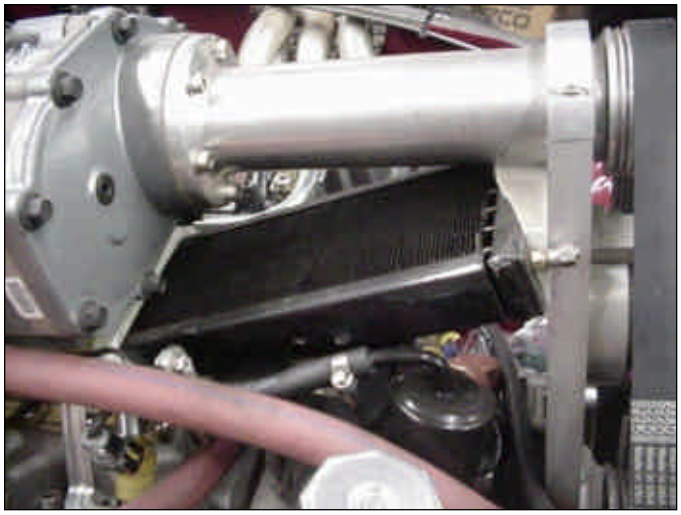
The stock distributor was cut down and capped with a 1" copper tubing cap, O-ring sealed to the housing and reinstalled to provide the drive for the oil pump. This was then re-engineered to accommodate a sensor for cylinder identification. The system will operate without this sensor, but it does provide a useful synchronization function. Much of the Ford wiring harness was reused, including fuse and relay blocks. A power



distribution block was added, as well as some 18 fuses and 16 relays. Crown Vic cars utilized a very handy 3 relay module which is quite good for such things as radiator fans and headlights, so I couldn't resist adding a few more relays than the fuel injection system required. The PCM (computer) is mounted in the passenger's footwell using the Ford bulkhead connector. To do this a small notch roughly an inch square was cut at the front of the outside edge of the existing RHD brake pedal hole for the PCM connector, and a cover plate fashioned to hold the box securely using the recesses molded into the connector body. The result gives a cleaner appearance than the original cover. The fusebox, one relay box, and ignition module are on the unused pedal assembly shelf along with the vapor recovery canister. The other relay box is beside the radiator and in front of the right side coil. The left side coil is just forward of the brake pedal assembly, near the engine compartment ventilation fans which draw air from the engine compartment into the fenderwell area on both sides. A Ford all electric cruise control unit is mounted on the left frame rail at the front of the engine and the control cable is routed

under the intakemanifold and up to the throttle body.

For the fuel supply, a '68 fuel tank was used in the stock



location. This tank does not have a vent so when the vapor recovery system was reinstalled a fitting was silver soldered to the fuel filler neck to accommodate it, as well as an additional fitting for fuel return. Fuel is drawn from the tank in standard fashion by the stock fuel pump and sent to a small tank in the spare battery compartment, where a 3/16" return line vents any vapors back to the main tank and has a restriction to maintain a small level of fuel circulation. With the ignition turned on you hear about 3 clicks at a time from the Lucas pump which would seem to be an acceptable amount of flow. Below the tank in the battery box is a Ford inline fuel injection pump used on the frame rail of the dual tank F150 pickups. This pressurizes the line to the fuel rail. The Ford fuel pressure regulator is referenced to manifold pressure and returns excess fuel to the small tank. With a capacity of 3 quarts this will provide ample fuel for short blasts at WOT, and at lower power levels the Lucas should be able to keep up.

I think that about covers the mechanical end of things, except that I retained the heater box and grafted on a bigger fan. I also added a second brake cylinder and inside adjustable balance

bar, in keeping with the car's dirt track racing history. The rear axle is stock lateMGBwith custom 5 lug hubs and the tranny is a close ratio Warner T-50 which is a combination I've been happy with so far. Since I've got a couple of spare axles lying around I'm not too worried about breaking it. I've seen where one person said it was as strong or stronger than an 8" Ford, so I might as well test it some more.

The electrical system is a whole different can of worms (or spaghettimaybe) that I may open later, so let's get back to that sleeper configuration. The blower housing measures 5-1/2" by 7-1/2" and on my car the pulley is above the hood about 6-1/2". There's about 7-1/2" between the base of the blower and the lifter valley cover. By turning the blower over and mounting it in close proximity to that cover the pulley would be brought below the hoodline, leaving some 4" or so above the blower outlet flange. A custom intake is needed but that isn't overly complicated since there wouldn't need to be a water jacket to warm the floor of the plenum chamber. A simple cross ram IR tube manifold with the runners going up and over the blower to a plenum between the runners and the blower outlet would do the trick nicely, and there might even be room for an air/water intercooler. The injectors could fire nearly vertical into the cylinders and all that's left is a thermostat housing and coolant runners at the front of the heads. Since the blower inlet is to the rear plenty of options exist for the inlet tract. Having completed the project except for final debugging and start-up and with the rest of the bodywork yet to be done I won't undertake that configuration unless someone else is particularly interested in it though. I've still got plenty to do to make the car streetable bywarmweather.

So that's where it stood as of a month or so ago. Now it

runs, and runs well. Getting from there to here would take another article but to hit the highlights, the first try at start up was a complete failure. From that followed a complete recheck of the wiring, with some fairly minor changes, the ignition timing and injector timing were rechecked about a half dozen different ways, and at last with fire to the plugs and injectors and all but 3 minor error codes eliminated, I noticed that only one injector was clicking. A junkyard trip netted another (older) set of injectors and more importantly, another fuel pump, injector rail with regulator, and yes, another relay box. Cobbling it all together I ended up with a cheap but sophisticated device for back flushing and testing injectors, andwasintheendabletosalvageeveryone of the original injectors, which was good because they have a better pattern. So I put those back in, using new O-rings, and by lunchtime cranked her up. Success! (And as I always say, nothing succeeds like success.) And what a great success it was.

The engine sounded great. Smooth and powerful, and more responsive than any of these engines I've seen so far. So smooth in fact that I just had to try balancing a quarter on it's edge on the cowl. Did it too! Winging the throttle brought such immediate power that it was almost scary, and the only disappointment in

the entire experience was that when I brought the revs up and held it for awhile it cut out. I'll get back to that one and find out why, perhaps something simple, perhaps not. When I immediately let go of the throttle it dropped to a smooth idle without missing a beat, so at this point I'm not too concerned. That should be eminently fixable.

So now it's back to the bodywork. With a little luck and some hard work I just may have it back on the road in another month or two. At the very least I expect to be at the V8 meet with it in August. You can see the car at:
www.foresight.cc/blackwoodlabs/Projects/MG/MG_Main.htm

Jim Blackwood,
Blackwood Labs
Jim@Foresight.cc

ALTERNATIVE ENGINES

Cadillac Northstar: All aluminum V8, DOHC, four valves per cylinder, 10:1 compression, 280ci, 300 HP, 295 lb-ft, all in a compact, light weight package - what's not to like about this engine? Until now only available in an east-west mounting configuration for fwd Caddies, it has become a very popular engine with the street rod crowd. You may not be a street rod fan, but street rodders drive the market, making aftermarket parts readily available for any engine that catches on with them.

What makes this engine of interest to us? Next year, Cadillac will be installing this engine, north-south, in an SUV! Who'll be the first to stick one of these in an LBC?

Cadillac Northstar II: The above is not enough engine for you? Well, then, how about this one - a 7.5L, all aluminum, DOHC V12, with 750 HP and 450 lb-ft torque? 400 lb-ft of that torque is available at only 1500 RPM! Go ahead, I dare you. Be the first one to stuff this engine into an LBC.

Oldsmobile Quad-4: Iron block inline 4, aluminum cross-flow head, DOHC, four valves per cylinder, 2.4L, 180HP out of the box - Street Rodder magazine referred to this engine as "The Twin-Cam, Race-Bred Engine Even *You* Can Afford." Weighing under 300 pounds, with the potential for an easy 250 HP or more, this engine should be a natural for installation into an MGB. If you're interested, be sure to get copies of the May, June, and following issues of Street Rodder magazine, and follow along as they tell you how to develop this little engine into a real screamer.

For more information on improving this little engine, check with:

Quad 4 Rods
1001 E 75th Ave, Unit C, Dept SRM
Denver, CO 80229-6430
1- 303-387-9093
www.quad4rods.com

As a "teaser," I have included the above photo of a Quad-4 in an MGB. Look for a full "how-it-was-done" article on this nicely done car in the next issue of the newsletter. dm

"HOW IT WAS DONE", THE SECOND TIME

By Keith Childs

I would like to thank Dan for carrying on with the "V8 Newsletter" from Kurt. I believe it crucial to keep this lifeline for want'a be V8'ers and veterans to provide the rare information and list ofmaterial suppliers available. Without this, it becomes a very daunting task. I intend to download the new newsletter for the colour photos but will subscribe to hard copy as well to support the "Newsletter".

I provided a "How It Was Done"in Vol. III Issue II as an account ofmyconversion. As I said then, in 1993mychoiceswere made on limited information available since there was no Newsletter. Using the V8 Conversion Co. DIY kit I repowered my '75 roadster with a 3.5 Litre engine and kept the MG O/D transmission and 3.9:1 rear end. Like everything in life, things change with time.

The first area of concern was the rear end. I was tired of having a bulldog low first gear like a truck. Went like hell in the ¼ mile but 2 inch dual exhaust on the hi-way for any time is not pleasant. I replaced it with a shortened Ford 8 in. using 2.79 gears. In a previous Newsletter Vol. VII Issue I, I read how Jack Emery (Maine) had done the same thing and had a cheap and dirty fix for emergency brakes. I contacted Jack and he told me "How It Was Done". Works great! I shortened the rear end ½ inchmore on each side than the stock MG to allow wider tires (195 * 60). After a year I finally found a set of 3.00:1 gears, which I installed. This really is a nice configuration. If I come across a set of 3:25 to 3.40's I will install them and do a comparison.

Over the years I had planned on improving the performance of my wee V8. The 8.13 comp. ratio had to go. Last year I acquired 3 like new 3.9 L eng. With 9.35:1 comp. (1 long and 2 short blocks) with extremely low K's. I didn't feel like altering another block to use the MG transmission. It had performed flawlessly and I think they get a lot of undeserved negative criticism. Having said that, I sold the MG transmission after I found a Rover 5 spd.

This past summer I stripped the interior completely and that provided the golden opportunity to weld in an extension on top of the tunnel (required for 5 spd.). The upholstery was replaced with Moss panels, carpet and seat foams. The seat covers are custom made with roll and pleated velour centre sections. Much cooler for summer driving. The 3.9 engine was sent it in to be degreased, honed, rod ends resized, crank polished and the entire engine balanced and the heads done. I discarded the truck cam that was in the engine and replaced it with a crane performance cam. To resolve the dilemma of starter sol. location I'm using a gear reduction hi-torque starter from TSI. Even though I generously applied assembly lube, I still pre-oiled the engine using a tool (modified for the Rover engine) I made from a tip in Vol. II Issue II.

To test the trans. oil pump, I drove the input shaft of the trans. using my impact gun. This tests the oil pump and makes sure it works before installing it. A trick I found in the "V8 Newsletter" Vol. VI Issue II. The trans. mount obviously requires some attention. In the "V8 Newsletter" Vol. VIII Issue III, Jeff Foote shows a very easy method using a GM 350 Turbo auto. trans. mount. It required very little crossmember alteration and the best part; it only cost $20.00 complete.

The driveshaft was the next problem. I couldn't find any detailed description of a Rover trans. to Ford differential. Some years ago I met Glenn Towery. I vaguely remembered he mentioned the TR6 driveshaft. I bought the front half of a TR6 shaft from a wreckers. A quick trip to the machine shop and driveshaft was ready and balanced. I dropped 3 plum lines, one from the centre of the front of the crankshaft, the 2nd centered on the trans. output shaft and the 3rd with the centre of the rear axle at the diff. U joint. I ran a string from the front to the back just touching all 3 plumbs and adjusted the trans. sideways until all 3 lined-up. I then checked the phasing and flange angles similar to the description in Vol. VI Issue III and allwasOK.

I was using "London Stainless Exhaust" blockhugger stainless headers and custom 2 in. stainless dual exhaust. I replaced the headerswithstainless RV8 headers. They are larger dia., less bends and less restricting under the bonnet than the blockhuggers. They did require re-routing of the front brake lines to the front of the master cyl. to the rad. and then under to the front of the wheel to offer better heat clearance.

I completed my conversion in early December and test drove it. There is a definite power increase over the 3.5 L eng. and the Rover trans. ratios are more suited to the engine. The lower first gear is really noticeable. My wife saw the grin from ear to ear after the test-drive. Something I insisted on doing every day till the first snow and conclude it was a complete success. I parked it for the winter but aminstalling a torque rod to the engine, a new hi-vol. fuel pump and press. reg. and lowering the rear of the car. I am also installing extra fuse boxes and relays with larger gauge wires in the engine bay and trunk to handle the extra loads like cooling fans, driving lights, fuel pump and stereo amp.

Well I had no plans for any other major updates, but I've become interested in the 300+ hp Ford 302 installation in a B GT!!! I may try to sell this car this summer and start again. I do all my own work (except engine machining) and I have purchased all the recommended books. I have found no greater source of information either directly from "How It Was Done" or indirectly through people I contacted from the "V8 Newsletter".

Keep it Safe, Keep it Fast, & Keep Printing!

ThanX, Keith Childs

HOW IT WAS DONE #1

Owner: Hank Kleban
City: Lebanon, NJ
Phone: 908-236-8590
Model: 1972 MG Midget
Engine: 229ci Chevy V6

Engine: 229ci Chevy V6, approximately 275-300HP. Isky hydraulic cam, lifters, and roller rockers. Holley high performance intake manifold, with an Edelbrock carburetor. Aluminum water pump and alternator. Mallory distributor with Taylor spark plug wires. Electric fuel pump, Russell high performance fuel lines and filter, K&N air filter. Cast aluminum valve covers, polished aluminum ram air scoop.

Transmission: 350 Turbo Hydromatic, modified for a higher stall speed. B&M shifter and linkage with reverse lockout.

Cooling System:

Exhaust System: Chrome side pipes with mufflers.

Rear Axle: Narrowed Ford 9inch with posi-traction, 3.70:1 ratio, and Strange axles.

Front Suspension: MG Midget with disc brakes, and MG Midget rack and pinion steering.

Rear Suspension: Bilstein coil over racing shocks with 250#/in springs.

Brakes, Front: MG Midget Disc brakes

Brakes, Rear: 1995 Ford Sable discs with emergency brake.

Brake Modifications: two Tilton 3/4" master cylinders with balance beam for adjusting brake bias. Wilwood rear brake pressure adjustment valve.

Wheels: MG Rostyle front, aluminum racing wheels rear.

Tires: Dunlap GT qualifiers, 9" wide, on the rear.

Interior: Sports car racing bucket seats, Simpson racing 3" seat belts, Momo type racing steering wheel, emergency brake handle mounted on the transmission tunnel cover. Aluminum "racer" style dash.

Body: Fiberglass front end hinges forward for complete access to the engine. Twelve gallon aluminum fuel tank, racing style quick fill gas cap.

Electrical: The car is street legal - windshield wipers, reverse lights, turn signals, hazard flashers, and speedometer are all in working order.

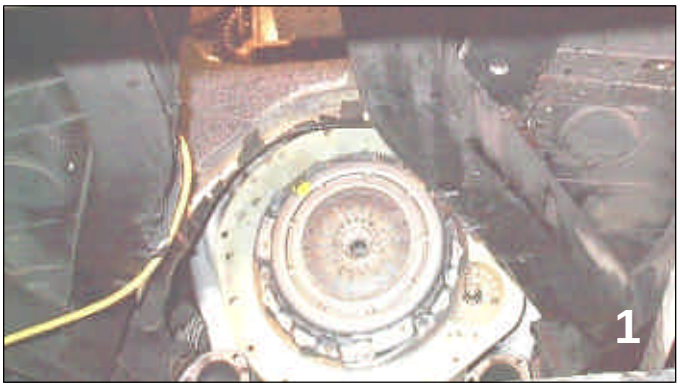
Gauges: Autometer racing gauges

Frame: Complete 2" 4" rectangle tube frame, rear chassis tubbed to allow wide tires to stay within body.

INSTALLING A TREMEC 5 SPEED IN A TR6

By Les Shockey
e-mail: les.shocky@verizon.net
Phone: 1-703-960-1549

After several years of driving with a Ford C4 automatic transmission, I decided the time had come to swap to a 5-speed manual. With about 450 horsepower on tap, just any old 5-speed wouldn't do - I needed something a bit more stout than the average T5. The following photographs and captions describe the conversion process:



1) First thing was to make more room for the bell-housing. I installed a new flywheel pressure plate and clutch, pilot bearing, all Ford Motor Sport parts.

2) I used a Lakewood blow-proof bell-housing. Note that it is a bit larger than a stock T5 bell housing.

3) Bell housing and transmission installed. Note that I did not have a throughout fork installed. The use of a pneumatic throwout bearing saves space and is easier to install.

4) The Tremec rear mount was in a different location than the C4, but I believe it is the same as for the T5. I made a new mounting plate and moved it back 2 inches. It is also important to make this so it can be removed.

5) The transmission is now in position. I installed the transmission from the top because the car was sitting on a trailer and, of course, all the interior had to be removed. This was the lesser of the two options I had. The other was to pull out the engine. Note that the standard Tremec shifter location is in the rear. This is back just a bit to far for my preference, so I elected to spend a additional $300 to get the mid shifter kit. I believe most people may OK with the rear, using a bent forward shifter.

6) Here is a better view of the shifter location. The drive shaft did not have to be touched, as it was the same length and setup as the C4 installation.

7) The pedal set up was on the small side for foot space. Because of the larger bell housing, every thing was shifted to the left about 6 inches. Note: the brake pedal is where the clutch pedal was and the clutch is moved over and attached directly to clutch actuation lever. *(Note: this last statement may not make sense to you unless you have a TR6 to look at, then it becomes clear.* dm*)*

8) The stock clutch master cylinder in the original location was used to power the pneumatic throw-out bearing. This saved a lot of space.

9) This is what it looks like with the center shift kit installed. The Tremec transmission is a bit taller than the C4 I had installed before, so I cut the top of the tunnel out to allow room. The shifter arm was heated and bent back about 3 inches for fine adjustment.

10) The finished installation. To cover the hole made by the larger transmission. I used a center console from a 1985 Honda, which has worked out quite well. After driving my TR6 with both an automatic and a manual 5 speed, I'm convinced the 5 speed is the only way to go. The car is much more responsive and I'm now able to cruise the highway at 60 mph at around 2000 rpm with a 3:73 gear.

(Note: For a complete "How-It-Was-Done" article on Les Shockey's car, see the September - December 2001 issue of the Newsletter. dm *)*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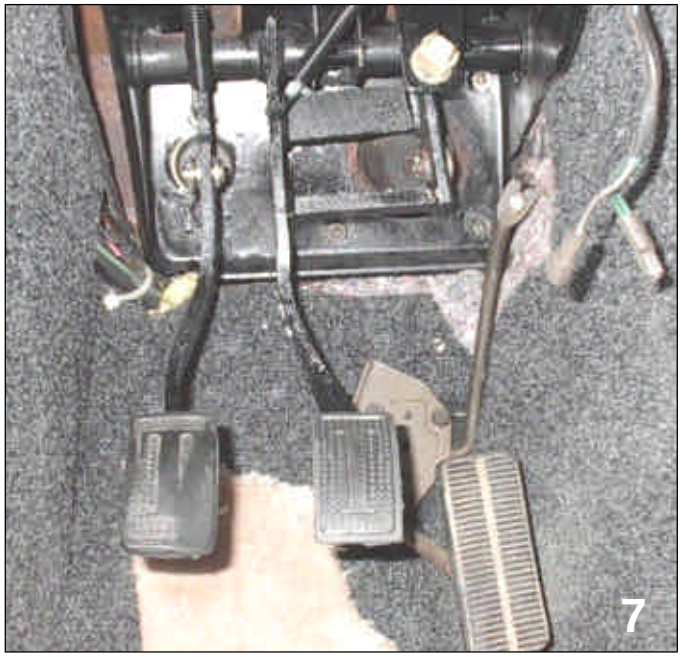
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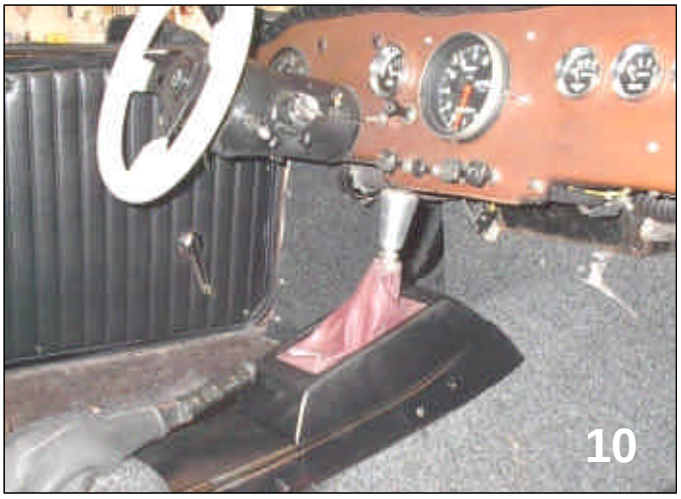
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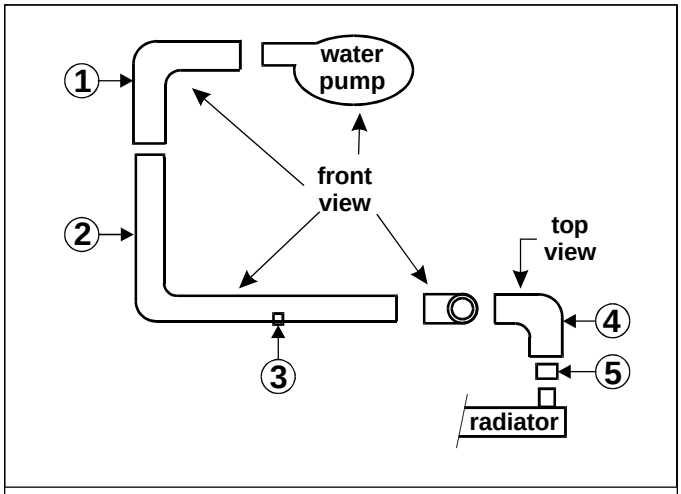
How It Was Done Cooling System

By Kurt Schley

When I built my '74 chrome bumper MGB V8 conversion about 10 years ago, it was on even less than a shoe-string budget. I assembled the least expensive cooling system that I believed would still do the job. The goal was to use a stock MG radiator, without modifications. This would both keep the original installation costs down, and would also make replacement easily available if a mishap occurred on a trip. Somewhat to my surprise, the system has afforded excellent performance for all these years. I have never experienced an overheated engine, even during a sweltering summer afternoon stranded in a Washington DC traffic jam when other MG V-8's were dropping by the wayside. The engine mounted fan keeps the temperature in the correct range over most operating conditions, with the electric back-ups only kicking on in traffic jams or if the motor is left idling for extended periods.



Drawing 1 - Lower Radiator Hose Assembly
1) Dayco 81151 molded radiator hose
2) 1-1/2" o.d. x .045" wall stainless steel tubing
3) Tab welded on to tube to secure tube to sway bar
4) Dayco #70541 molded radiator hose
5) 1-1/4" long section of stock MG 1-1/4" i.d. radiator hose

Here is the system:

Radiator - Stock 1975 MGB. Was cleaned, pressure checked and the tanks painted before installation. There were no modifications.

Water pump - Stock Buick/Olds 215, short nose A/C version

Thermostat housing - Stock Buick/Olds 215

Hoses - 1-1/2" molded radiator hoses per drawing 1. Where the 1-1/2" i.d. hoses were fitted over the MG radiator's 1-1/4" o.d. inlet and outlet necks, a 1-1/4" long piece of stock MG radiator hose was installed over the necks to bush them up to match the molded hose i.d.

Filler Tee - To avoid air locks and to prevent air entrapment in the cooling system, the fill point has to be the highest point in the system. If the top of the radiator tank happens to be higher than the thermostat housing, a filler bung installed in the tank will work well. However, in my installation, the upper radiator hose was the highest point in the cooling system. I fabricated a filler tee by drilling a 1/2" diameter hole in the side of a 1-1/2" o.d. long section of stainless tubing. A stainless half coupling (female threaded pipe section) was then welded over the hole and a pipe plug wrapped with Teflon tape and installed. To fill the system I merely removed the pipe plug and slowly poured in the antifreeze. An easy alternative to the fabricated tee is a Moroso P/N 63730 top radiator hose tee with cap per Photo 2.

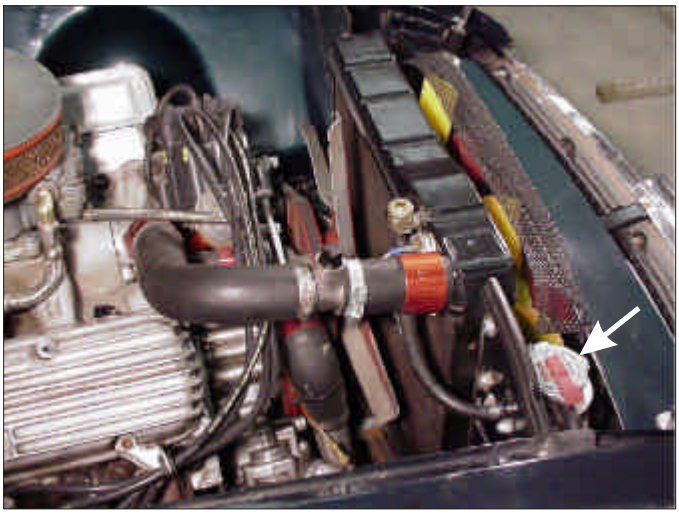
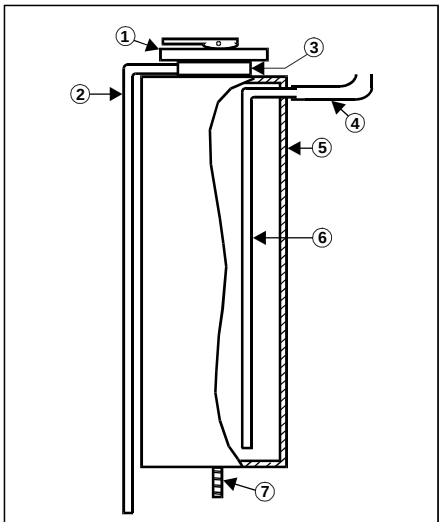


Photo 1 Cooling system with tee in top hose, stock MG fans and fabricated overflow tank (arrow)

Overflow Tank - I have a fetish about keeping the engine bay as uncluttered as possible. Therefore I did not want to hang an overflow tank anywhere where it could be easily seen. The solution was another fabrication per drawing. 2. The tank was installed on the passenger side and in front of the radiator support panel. The cap is easily accessed, but the tank is pretty well hidden from view.



Drawing 2 - Overflow Tank
1) Radiator cap
2) Rubber pressure relief drain hose
3) Neck salvaged from scrap radiator
4) Rubber line to radiator
5) 2-1/2" o.d. stainless tubeing
6) ¼" i.d. copper tube
7) Brazed on mounting bolt

Mechanical Fan - From a swap meet, I obtained a generic aluminum aftermarket fan. The fan diameter was a couple of inches too large and the blades interfered with the radiator necks and the hood. After a quick measurement, a compass was used to draw a smaller diameter on the blades. A three inch pneumatic cut-off wheel made short work of reducing the blade length. When performing this operation, it is imperative that the cuts are concentric and centered on the fan hub. An out-of-round blade will quickly chew up the water pump bearings.

Electric Fans - I mounted two stock late model MGB electric

Photo 2 - Moroso tee with cap, for upper radiator hose installation

fans in their normal position under the slam panel and installed an OEM mesh guard over the blades. The fans were wired into the MG thermostatic switch mounted in the top radiator tank using a late model MG wiring diagram and relay. The only alteration was the addition of a toggle switch on the dash so that the fans could be turned on manually. This was to allow triggering the fans ahead of time if a traffic jam loomed ahead.

Air Ducting - When converting a chrome bumper MGB, it is usually necessary to dish the inner fender panels to allow for header or exhaust manifold clearance. This dishing was provided by the factory in all the rubber bumper cars. Despite careful application of a bodyman's dishing hammer and hours of tapping, I ended up with the proper dish depth and configuration. However, the metal was criss-crossed with wrinkles and creases.

Photo 3 Duct and grill installed in inner fender panel adjacent to exhaust header.

I was afraid of laying in a layer of Bondo, as the heat and vibrationwouldquickly cause it to crack and fall away.

The solution was to cut out the dish section completely, furnishing a large duct on either side, vented into the wheel. For cosmetics and to keep small animals from being flung onto the exhaust by the tires, I covered the openings with flat black painted expanded aluminum grid. (Actually gutter screen!) The grid was held in place by about 15 equally spaced aluminum pop rivets. In actuality, the ducts appear to have been intentionally installed. (Photo 3)

I firmly believe that these ducts are one of the largest reasons for the engine running cool. With the relatively large V8, steering gear and exhaust headers, there is an easy flow path for hot air to exit the engine bay. The dusts help considerably in allowing air to move quickly out from under the hood. In addition, the wheel wells are actually low pressure areas when the MG is underway. This condition actually "vacuums" the hot under hood air through the ducts and out of the engine bay. Several other MG V-8'ers have ducted their engine bays in a similar manner and reports significantly cooler running. V8

MARKET PLACE

WANTED TO BUY

V-8MGBroadsterwanted. Ideal car will have a Buick/Rover V-8 with 200+ hp, 5 speed gearbox, rust free body, instruments, controls, heater, etc all working and suspension lowered to chrome bumper specs. Will consider any well put together V-8. I'm in the northeast, butwilltravelfortherightcar.

Allan Steckenberg, e-mail:alsteck1@attbi.com>.
Phone evenings: 860-658-1236.

FOR SALE:

1) Description: 1974 (ChromeBumper) MGBGT/'62 Buick 215
Price: $10,000
Seller's Name: Ron Howard
Location: North Carolina
E-mail: DigiFZ@coastalnet.com
Website:
http://www2.coastalnet.com/~d2u7n5mh/74MGBGT_V8

There was an article on this car and another I wrote about the B/V8 experience in Vol. 1, Issue 3 of the MG/V8 Newsletter in '95.

2) Description: 1972 MG Midget/229ci Chevy V6
Price: $10,000
Seller's Name: Hank Kleban
Location: Lebanon, NJ
Phone: 1-908-236-8590

(NOTE: this is the car featured in the "How-It-Was-Done" article on page 9 of this issue. dm*)*

HOW IT WAS DONE #2

Owner: Lyle Jacobson
Location: Sedro-Wooley, WA
Model: 1957 MGA
Engine: 1962 Buick 215

Engine: 1962 Buick 215, 9.0:1 compression, ported heads, stock Rochester 4bbl carburetor, mild cam. One piece oil seal, high volume oil pump, enlarged oil passages in the engine block. Modified oil pan to hold 5-1/2 quarts of oil, adjustable swing away oil filter adapter. Double roller timing chain, short shaft water pump. Custom made air cleaner to clear under the hood. Pertronix Ignitor ignition, 40,000 volt Flame Thrower coil

Transmission: Borg-Warner T-5 5spdwith .63 fifth gear

Bellhousing: Aftermarket aluminum bellhousing from D & D Fabrications

Clutch Throw-Out Bearing: Hydraulic, D & D Fabrication 1400/1420

Clutch: 10" D & D Fabrications

Flywheel: Stock 215

Exhaust: Block-hugger headers with high temperature coating, 2" duals, glass packs with resonator tips, cross-over pipe.

Brakes (Front): Stock MGB

Brakes (Rear): StockMGB

Tires/Wheels: 165R15 onMossMini-Lites

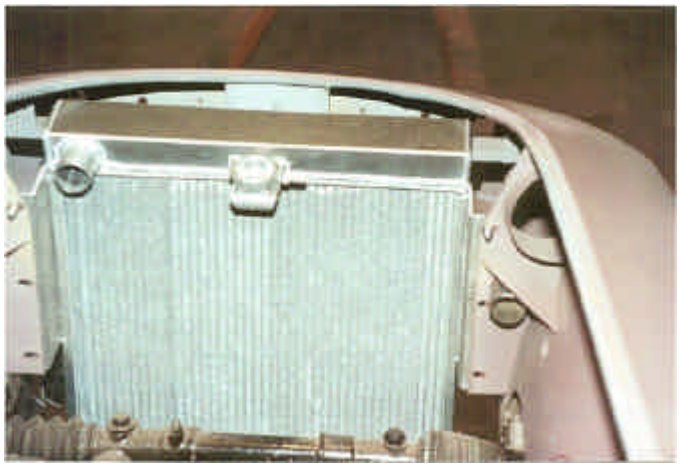
Suspension (Front): MGB withMGAsteering rack rolled down to clear headers, Stock MGA steering column, shortened and three extraU-joints and bearings added.

Suspension (Rear): StockMGAsprings and shocks

Rear End: MGB 3.9

Radiator/Cooling: Custom made aluminum radiator, 20" high x 19" wide x 3" thick (see mock-up photos below). Made by Ron Davis Racing. Electric puller fan 3000 cfm

Interior: StockMGA, custommadewalnutdash



Instruments: VDOwhite faced gauges

BodyModifications: MGA fuel tank centered for dual exhaust

ChassisModifications:

♦Remove the front round crossmember that runs under the stock clutch housing. After the engine is in it's final location, relocate andweldbackin.

♦Remove the cross bar at the front of the heater shelf. Remove the diagonal supports that run from the shock mounting area to the heater shelf. Shorten these to clear the headers and weld back in.

♦Modify the inner fenders to clear the headers and allow better air flow. Cut out 2 to 3 inches of sheet metal at the bottom of the inner fenders by the headers. This allows for better air flow when the car is going over 35 mph but won't help much in stop and go

♦Cut the front frame extension assembly and widen to clear the bottom of the radiator.

♦Cut the radiator duct panel forward (I cut mine 4-1/2") to clear the radiator and the electric puller fan.

♦Cut the floorboard brackets near the tunnel, fabricate, relocate and weld in new brackets when fitting up the engine and tranny. Widen the stock tunnel to clear the tranny.

♦Roll the steering rack down toward the rear of the car. Cut a notch in the frame cross member and weld in a piece of sheet metal to fill in the notch.

Tips: Don't cut up a good MGA. I restored mine from two junk and very rusty parts cars.

What I Would Do Different Next Time: Nothing, the car is fun to drive. 70MPHisabout2700RPM

Conversion By: Lyle Jacobson

Information Source: Bill Jacobson (son) V8

MISCELLANEOUS

Starterproblems:
The aluminum nose version of the 215 stock starter can sometimes develop an annoying characteristic. It will not stop cranking even when the ignition key is released, as if the ignition switch were defective. After cutting off the battery power, the starter may then act fine for another one, ten or fifty starts. Replacing the solenoid does not seem to provide a cure. - per Dan LaGrou, D & D Fabrications

Transmission rebuilding:
The popular T-5 transmission can be rebuilt by the home enthusiast ...with care. To make the task easier, there are two T-5 RebuildVHSvideosavailable to show the entire process:
Hanlon Motorsports <www.hanlonmotorsports.com> or phone at(610) 469-2695 (Tape price $16.95)
S-K Speed Racing <Equipment www.skspeed.com> or phone (800) 846-4252 (Tape p/n KLK5010 @ $19.95)

Refilling the T-5 Transmission:

Refilling the T5 can be a harrowing experience because of the cramped quarters up in that hump. Here's a method that I've found to work pretty well. First, before draining the old fluid, make sure that you can remove the filler plug (both are located on the passenger side of the transmission housing). Its a real pain in the %#$ to find that the fill plug is seized when you've already drained the old fluid.

NOTE: Some people have tried to remove the large Torx-type fitting on the side of the casing mistakenly thinking it was the fill plug. DO NOT LOOSEN THIS TORX FITTING! Let me reiterate...DO NOT LOOSEN THIS TORX FITTING! This Torx fitting is the pivot pin for the reverse gear lever. If you remove this Torx fitting, you might as well go ahead and remove the entire transmission 'cause that's what it is going to take to fix yourmistake.

With the fill plug removed, remove the drain plug and catch the fluid in a large pan. Watch out, the tranny fluid is pretty thin and shoots a good distance. You can help the last few morsels of fluid drain by jacking (and supporting!) the driver's side of the car. Apply a little thread sealant (something like Permatex) to the drain plug and reinstall it. Torque the drain plug to 15-30 ft-lbs. DO NOT OVER TIGHTEN! The transmission housing is cast aluminum and can be cracked by over tightening theNPTthreaded plug.

So far not too complicated, eh? Now you'll notice that the fill opening is in a pretty dastardly place to try and get a funnel or full bottle of fluid to. Go to your local do-it-yourself hardware store and pick up a drill operated pump and a washing machine fill hose (~$10 total). Cut the hose in half so that you have inlet and exit hoses for the pump. Pour 3-4 quarts of your favorite Automatic Transmission Fluid (Dextron type) into a clean, dry gallon milk jug. The transmission actually only takes 5.6 pints, but you'll need a little extra for priming the pump and those nasty little spills. DO NOT USE GEAR OIL. Gear oil is much too thick for the T 5 and can cause damage to the synchros.

Now jack and support the car from the passenger side. Crawl under and have your assistant (usually a wife or unsuspecting kid) hand you the exit hose from the pump. Insert into the fill hole and and kick the pump on. With a good pump and a 600 rpm or so drill, the entire contents of the jug are emptied into the tranny in about 60 seconds. Fill the tranny until a slight amount of overflow comes from the fill opening.

Put your catch basin back in place and slowly lower the car from the jack stands. As the car is lowered, the fluid level is automatically set. Apply some thread sealant to the fill plug and reinstall.Again, DO NOTOVER TIGHTEN!

I've found this process to be much less frustrating than trying to worm a funnel and hose down from the engine compartment. I recommend trying Red Line Synthetic Dextron II or Mobile 1 Synthetic ATF fluids. I think they give much smoother shifts than your ordinary dino-oils.

from http://chris.kellnet.com

ENGINE WEIGHTS

By Dan Masters

How much does that engine *really* weigh? A lot of numbers can be found at various sources, but none of them tell you what is included in the given weight. Here is a list of values determined by actually weighing the listed engines. These weights include everything required for the engine to run except oil and water - intake, exhaust, clutch, starter, alt, tranny, etc:

MGBwithOD:---------- 495 pounds
Ford 302 with T5: ---------- 520 pounds
BOP/Rover with T5: ---------- 440 pounds

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Rebuilt Buick 215 engines $1300.00!!!

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Remote oil filter housing ……	$35.00	Stainless block hugger headers……..	$490.00
Bottom crankshaft pulley ……...	$75.00	Rebuilt Rover engines…….....	$1995.00
V-8 radiator…….....	$220.00	MG Alloy valve covers for Rover/Buick ……..	$260.00
Delco alternator with Lucas plug ……...	$135.00	Rover SD1 5-spd transmissions (used) …….	$500.00
Holley 390 cfm 4-bbl carburetor …….....	$289.00	Rover Sd1 5-spd Transmissions (new) ……..	$975.00
Offy intake manifold ……...	$185.00		
S.U. carburetors H.I.F.6 …….	$500.00/pr		
Plenum chamber for S.U. carbs …….	$170.00		

*Prices may vary with current exchange rate

Many, many more parts in stock! Call with your needs!

U.S. Agent for Clive Wheatley

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- Headers: RV8 style, domestic mild steel, 2-pc construction……..... $425
- Motor Mounts: BHH1318 round hard rubber…….....$25 pr
- Motor Mounts: bolt to block and use BHH1318 insulator……..... $70 pr
- Purchase mounts and insulators together for…….…….....$ 85 pr
- Radiators: Original replacement BV-8 radiators, new…….....$180

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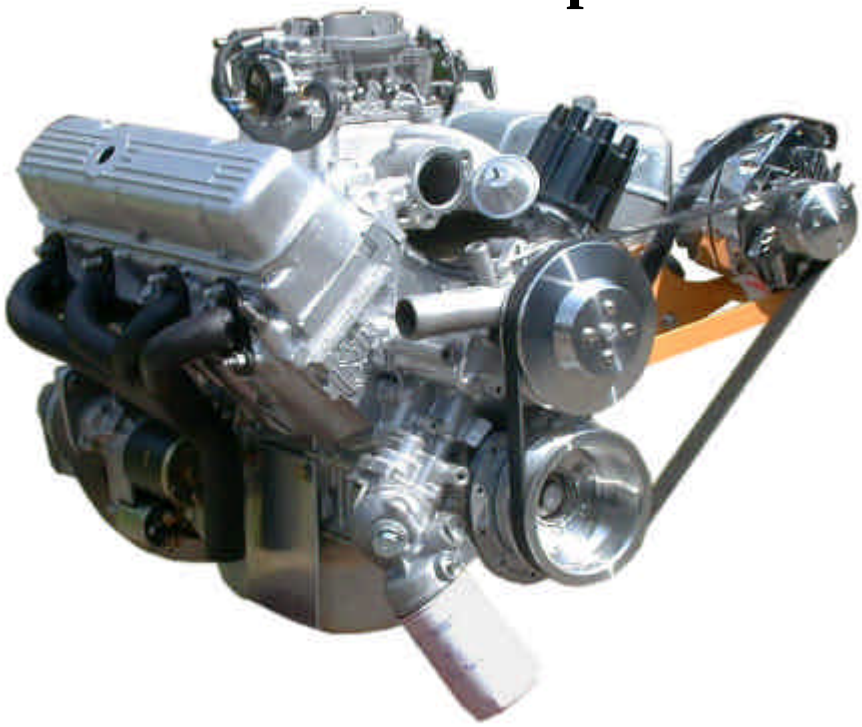

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