BRITISH V8 NEWSLETTER

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VOLUME X, NUMBER 3

SEPTEMBER - DECEMBER, 2002

FEATURED STORIES:

- JAY SMITH'S TR4/FORD 302
- MGB WITH AN OLDS QUAD-4
- NEIL BROWN'S TR250/STAG V8
- DAVE MICHEL'S MONSTER MOTOR
- SOUND PROOFING
- BRITISH V8 CONVENTION 2002

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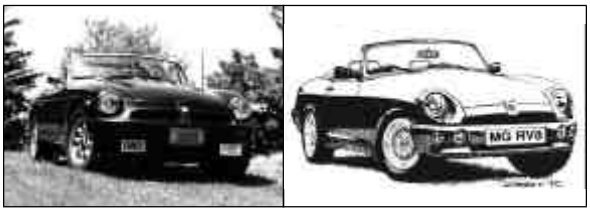

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Contact: Martyn Harvey

WANTED!

Any British V8 or V6 related articles, tech tips, photos, product or vendor recommendations.

"How it was done" articles - share your expertise with us!

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WEB SITES OF INTEREST
www.Killerbv6.com
www.Classicconversionseng.com
The primary interest of this newsletter is in V8 conversions, but for some, the ease of installation of a V6 offers an attractive option. These two websites are dedicated to V6 conversions.

BRITISH V8 NEWSLETTER

Volume X, Issue 3 September - December, 2002

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FROM THE EDITOR

This may be the last version of the newsletter to be made available on-line. I'm sure there are a few hundred people who read this newsletter off the Internet, but only about a dozen or so havemade a contribution to keep it available. With no more supporters than that, it would be just as easy for me to put the newsletter on CDs and mail them to the individual contributors. Time will tell. Just a dollar an issue - three dollars a year - from each of you will keep it available.

As I write this, it has been just a few days since I returned from the British V8 conversion convention in Grand Rapids, Michigan. What a great get-together! Kudos to Steve, Ted, and Andy for a job well done (if I left anyone out, please forgive me). Planning is under way now for next years conventions. Did I say convention***S***? Yep, there is talk about having one on the West coast as well as one here in beautiful East Tennessee. The East Tennessee convention is tentatively scheduled for either the first or the second weekend inMay.East Tennessee is beautiful that time of year, and you'll be hard pressed to find better roads for driving V8 powered British Sports cars on. The convention will be held in Townsend, in the foothills of the most visited national park in the country - the Great Smoky Mountains National Park. With Pigeon Forge and Gatlinburg just a few miles away, there is plenty to do for the whole family. Pigeon Forge is paradise for those who like to "shop-til-you-drop," and offers enough fun things to do to keep kids - of all ages - busy for weeks. Gatlinburg is a little quieter, but has lots of Art and Crafts shops, and some great places to eat.

And if all that isn't enough to get you here, consider an opportunity to ride the "Dragon." Known world wide to motorcyclists, who come here from all over the world just to drive this piece of highway, the Dragon is 318 curves in only 11 miles of road. Located a pleasant and scenic one hour drive from Townsend, the Dragon won't be part of the official event for insurance and liability reasons, but there is nothing to stop you from popping on over and giving it a go. Take a look and see if this is someting you'd want to do (www.tailofthedragon.com) Stay tuned for details as they become available.

The West Coast event is a bitmoretentative at this time, but if you are interested, please let your voice be heard. Write to me, send me an e-mail, phone me, or send an e-mail to Larry Embry at larry@embreyfamily.com if a west Coast event is to your liking. Better yet, volunteer to help Larry.

There's a disease going around, and I'm afraid I have it. No, it's not the West Nile Virus, it's the "I-don't-know-when-to-quit" syndrome. I'm sure many of you have the same disease. I was perfectly happy to use a narrowed Ford rear end with a 4-bar suspension setup on my BGT conversion, but then I stopped by Nick Smallwood's web site (www.mgbv8.co.uk) and checked out his Jag IRS installation. I went out into the garage and eyeballed the Jag IRS setting in the store room. Back onto the web and Nick's site, back to the garage, and.....well, suffice it to say I am now in the process of shortening and rebuilding the Jag unit for the GT. I thought "why not, I already have the unit, so it's basically free." Yeah, right. Still, by doing the rebuildmyself and shopping around for parts, it should come in at around the same price as the narrowed Ford I originally planned (discounting the original purchase price of the unit, of course, but that's history, as I bought it a long time ago). Is this material of interest for a Newsletter article?

Safety faster! dm

CANADIANCORNER

ByMartyn Harvey
CanadianMGBV8Register
www.mgbexperience.com/ca-mgbv8
harv8@sympatico

British V8 SummerConvention 2002

Great cars! Great fun! Great people! I think that says it all, but whether you're a current V8 owner or in the early stages of building a car, the British V8 Convention was an event not to bemissed.

The really great thing about owning a British V8 is driving it! The real fun starts as soon as you turn the key and head out onto the country roads. For some people, the further they have to drive to the show - the better it is. In fact, it's not uncommon for some people to drive over a thousand miles to attend a V8 show.

This year, the show was an easy drive from southwestern Ontario. It took less than six hours for us to arrive at the Hilton and register for several days of V8-mingling, V8-discussing and V8-driving fun. About twenty cars showed up for the convention, most of which were excellent examples of convertedMGBs.Amongst the MGBs were two rather different and interesting vehicles. One was a Chevy-powered MGA that was recently brought out of a long period of storage and the other was the supercharged 215-powered MGB of Jim Blackwood. I think Jim could have paid for his hotel bill by charging a fee to those people whowillingly braved a ride around the parking lot!

For me, the highlight of the show was the day spent at Grattan Raceway. About a dozen cars enjoyed a beautiful country drive to the track led by Steve Carrick's SVO-engined MGB. If you can't be driving this wonderful machine yourself, then the next best thing is driving behind it listening to the sweet-sounding exhaust. ("Thank you, Steve, for letting me drive Barney - next time I will definitely open up the four barrels!")

Although I was looking forward to driving the track, I must admit to being a little nervous. My only experience of driving on a racetrack was at the 2001 British V8 Summer Party at Sebring, and that was only six quick parade laps. On the first track session I tried to imprint the course in my mind and figure out the best driving line. I also tried to not look stupid. By the third session I had grown little horns on my head, was driving 120 mph down the back straight, and was even trying to keep up with Bill Yobi through the corners! As you can see, I am still alive and that says a lot for the stability of the car. Now I understand the significance of the "Safety Fast" motto of theMG Car Company. This was an opportunity to drive my car to the limit and I wasn't disappointed. The MGBV8 is really a great thing. An amateur like me can successfully convert an MGB to V8 power and then enjoy driving the country roads, the highways and even the racetrack. The other great thing is the camaraderie amongst the owners who just love to sit around the cars discussing and sharing their knowledge. Nobody criticizes - everybody is helpful. My own car developed a problem on the last evening of the show and even though it was 10 pm and dark, several people gathered around and helped me solve it (thanks Max, Carl, Jim,MikeandPeter-tomentionafew).

On Friday morning we headed to the local arena parking lot for the autocross event. FirstAndy walked us around the course so we would know which way to go. It seemed fairly easy until I got behind the wheel, then it became a "sea" of orange cones. At least I didn't slide into a lamp stand, run over any cones

or kill any spectators. I did, however, get lost on several runs. There was a lot of smoking tires and growling exhausts as the MGBs showed off their handling prowess. There were a lot of smiles on the drivers' faces too. Check the British V8 Newsletter website for some action pictures of the event (www.BritishV8.org).

A really big "Thank You" goes to a number of people who helped organize this truly fun summer party. I am not sure who all the people behind the scenes were but I will mention a few who certainly deserve to be recognized: Steve Carrick for registration and lots of really important other stuff that made the event happen, Andy Knaut for the Autocross event and probably other things too, Kurt Schley for the nostalgia at the Awards Dinner, Clive Wheatley for donating the lovely V8 valve covers as a door prize, the Lathrop's for hosting us with refreshments on Saturday morning, and all the other people I don't know about. Also, thanks go to the presenters of the tech sessions who really provided some valuable technical information. I personally enjoyed the tech sessions as much as any other part of the show. Jim Stuart masterfully explained how to install an air conditioning system into an MGBV8. It made me hot just listening to the amount of work involved in this endeavor but Jim's cars are definitely the coolest V8s around. Dan Masters presented his upgraded and modern replacement wiring system for British sports cars of any marque, and Dan Lagrou explained the differences between the various Buick and Rover aluminum engines. Ted Lathrop discussed shortening Ford rear axles and showed us his "big brake" conversion kit for theMGB.

Hope to see you in Tennessee in May 2003.

Cheers, Martyn Harvey

MARKETPLACE

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1971MGBTOURER FOR SALE
AlWulf, Colorado, 303-424-6830 or wulfmgbv8@attbi.com
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Gold, rust free, needs to be assembled. I have all of the parts.
Engine - Olds 215, four barrel, Edlebrock 1404 Carb, 0.040 Pistons with cut outs for valves. Engine number stamped on head is S102805G. Rebuilt by a local automotive machine shop.

TR8 Five speed, with bellhousing, flywheel and 9 1/2" Clutch.
Interior - Stock seats with new autumn leaf covers, new autumn leaf carpeting.
Differential - Stock MGB 3.91 ratio.
Wheels - Stock Rostyle, or chrome American Racing (used). The car would really look good with gold tinted Panasport wheels.

BRITISHV8ARTICLES

Articles of interest from recent publications

Muscle Mustangs & Fast Fords - Sept 2002: Two articles on improving the AOD and the C4 automatic transmission, for those of us who want or need an automatic transmission. Able to handle up to 1000HP!

Installing a Saleen "Max-Grip" differential into a late Mustang rear end. Intended for road racing rather than drag racing, this should be a nice upgrade for those of us using the Ford axle.

Chevy High Performance - July 2002: How to install a brake proportioning valve. If you are upgrading your front brakes only, you need a proportioning valve. If you are upgrading front and rear, you *probably* need this valve.

NEW PRODUCTS

Restoration kits for Smith and Jaeger guages

Restoration kits are now available for the standard Smith and Jaeger 52mm, 80mm, 100mm and 120mm gauges used on a large number of British "classic" cars. Two versions are offered. The "standard" kit which comprises of rubber rings which have round cross sections as commonly used. Some cars had square sectioned bezel to dash rings and these are supplied in the "Concours" kits. These bezel to dash rings are made from polyurethane for finish and durability and are similar to the originals. Their cross section is 1.5mm by 3mm but look almost identical to originals when installed.

Prices vary from $2.00 for the 52mm standard kit to $7.00 for the three piece Concours kit for the 120mm Jaeger gauge. Inquiries to **barrier@bconnex.net** or telephone **Barrie Robinson** at **(705) 721-9060**.

New items from D & D Fabrications (810) 798-2491 Business hours: 8:00am - 5:00pm, EST. See ad on back cover for more information about D & D Fabrications.

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BRITISH V8 MEET 2002

By Dan Masters

Dateline Grand Rapids, August 16 - 18, 2002: Hordes of crazed auto-enthusiasts descended upon this western Michigan city for a weekend of fun and frolic. Local residents, seeing the "toy" cars with big motors, locked up their children and hid behind closed doors, frightened by the noise these small carsmade. Well, not really, but there was a "horde" of enthusiasts participating in the 5th annual V8 convention. If you weren't there, you should have been, and you missed a rollicking good time.Approximately 69 attendees, in 22 BritishV8conversions, were in attendance at this, arguably the best yet, British V8 convention.

Activities consisted of track time at the Gratten race track, an autocross, a shop tour of Fast Cars, Inc, tech sessions, vendor displays, a weigh-in, an awards dinner, lots and lots of bench racing, more than just a little BS slinging, and a few late night "light-'em- up" sessions in the parking lot.

One of the great things about the V8 meets is the complete lack of egos - just a bunch of friends gathering for a good time, and to share hints and kinks. Competition is very low-keyed and friendly, and every one is more than willing to help a fellow "V-eighter" in need.

Martyn Harvey has done an excellent job of writing about the event in his Canadian Corner column, page 2, so I'll just let the pictures and the autocross and weigh-in data speak for themselves here. V8

We didn't do any of this. No, really, we didn't. Stuff like this is illegal. 375HP, a 2.73 rear axle, and the tires smoked!

OK, Steve, which way is it? Steve Carrick giving last minute instructions before turning the drivers loose on the track

No pace car! Go as fast as you can. Unlike most track events, this track allowed each driver to go at his own pace, even if it meant an occasional off-track excursion (and there were a few). It must be against the law to have this much fun.

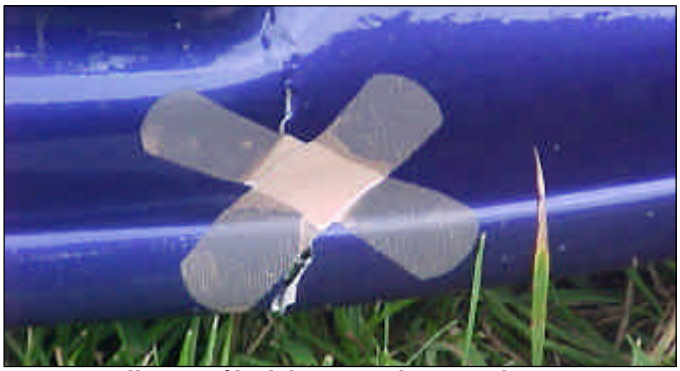
OWNER	CITY	CAR	ENGINE	WEIGHT	TIME
David Bash	St Charles MO				27:87
Steve & Jennifer Carrick	Middleville MI	74 MGB	Ford 302	2300	
Carl Floyd	Kingsport TN	79 MGB	Buick 215	2290	**26:16**
Max Fulton	Chapel Hill NC	Stock MGB - benchmark wt		2280	27:38
Martyn & Carol Harvey	Waterloo ONT	79 MGB LE	Rover V8	**2420**	28:34
Andy & Mary Knaut	Grand Rapids MI	79 MGB	Rover 3.5	2220	27:53
Ted & Judy Lathrop	Wayland MI	76 Triumph TR-6	Chevy 350	2400	
Mike Moor	Angola IN	73 MGB	Buick 300	2370	27:03
Jim Orr	Hobart IN	71 MGB	Buick 215	2230	
Jack & Isabelle Renaud	Dearborn MI	80 MGB	Rover 3.5	2320	
Robert Samyn	Essexville MI	59 MGA Coupe	Chevy V-8	2370	
Joe Schaffer	Mt Pleasant MI	71 MGB		2240	28:46
Paul & Mary Schils	Fredonia WI	73 MGB-GT		2380	
Kurt Schley	Madison OH	73 MGB	Olds 215	2310	26:88
Peter Smith	Sault Ste. Marie Ontario	76 MGB	Rover 3.5	2440	28:22
Pete Stroble	Beavercreek OH	73 MGB GT	Chevy V6	**2120**	
Jim Stuart	Montgomery Village MD	66 MGB	Buick 215	2410	
Al Wulf	Wheat Ridge CO	67 MGB	Buick 215	2150	**32:28**
Bill Yobi	Canfield OH	79 MGB	Olds 215	2340	27:03

The results of the weigh-in and the autocross. The fastest, slowest, lightest, and heaviest values are indicated in bold print. Where data is missing, the owner didn't participate in that particular event or failed to enter the appropriate data on the entry form.

After setting fastest tod at the autocross, and lighting up the tires on Steve Carrick's car, Carl Floyd takes a moment to celebrate! Atta boy, Carl!

Getting ready for some serious track time. Dump all that dead weight and dangerous projectiles!

A beautiful track, a beautiful day, lots of fun!



OUCH! All sorts of bad things can happen when you are having fun, and Mike Moor was definitely having FUN! Stay on the track, Mike!

Purists often accuse us of butchering these little cars, but you can be sure this is one time the "butcher" doesn't have his thumb on the scale! Having the opportunity to weigh the cars should put an end to a lot of BS floating around.

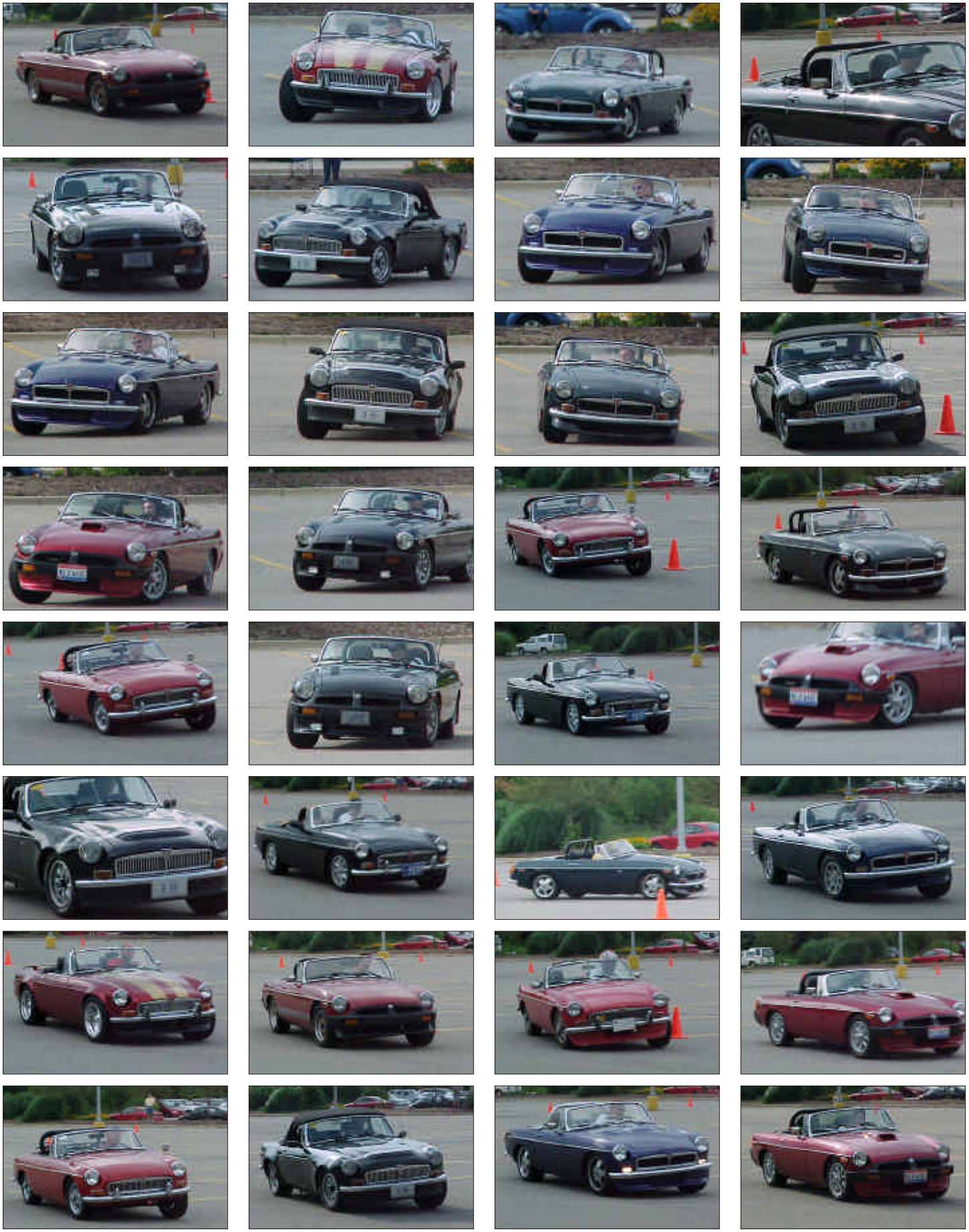
Ted Lathrop explaining the intricacies of narrowing an axle

One of the high points of the meet was the tour of the shop of Ted Lathrop and Fast Cars Inc. It doesn't take much to make a gearhead happy, and Ted's well equipped shop was admired by all. Envied by many, your editor included!

While "MR" Fast Cars was giving a shop tour, "MRS" Fast Cars was giving the ladies a tour of her garden.

Dumping dead weight and dangerous projectiles again

A nice turnout for the Autocross. How did they do? →



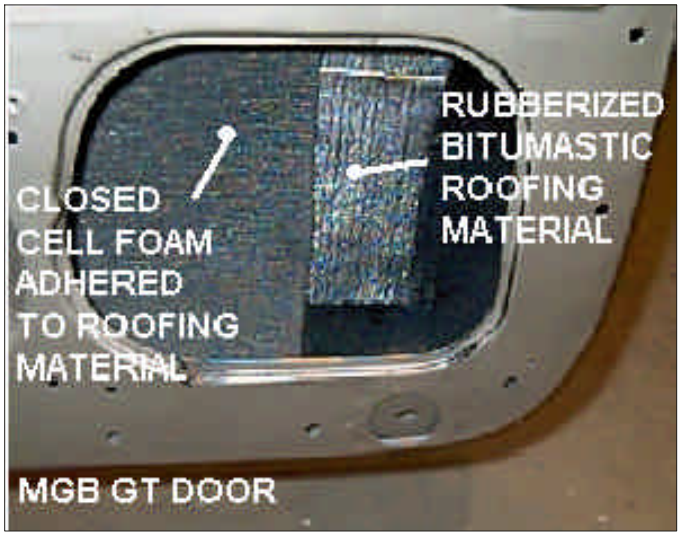
Just a bunch of good ol' boys having a good time! A few photos showing the suspensions systems working (or not working!)

SORTOFSOUNDADVICE

ByBarrieRobinson

I get carried away sometimes and spend far too much time "researching". I constantly battle with getting back to the basics of building my MGB GT V8 instead of exploring all the possibilities out there. Incidentally, I have found the aircraft industry a gold mine of exotic products. I have now some fantastic anti-seize, anti-rust and anti-anti stuff to say nothing of incredible fasteners. My prop shaft bolts are those used on helicopter blades, rated at ten-gizzlion sheer force. Not only that, but a paint-on liquid that they use for aircraft exhaustswhich acts just like a ceramic coating. At the beginning of my madness several things about the building of a MGB GT V8 gave me cause for thought. One was cooling and after much thought this

was solved with a D& D Fabrications heavy duty radiator, a specially shortened water pump, a Perma-Cool 2,950cfm puller

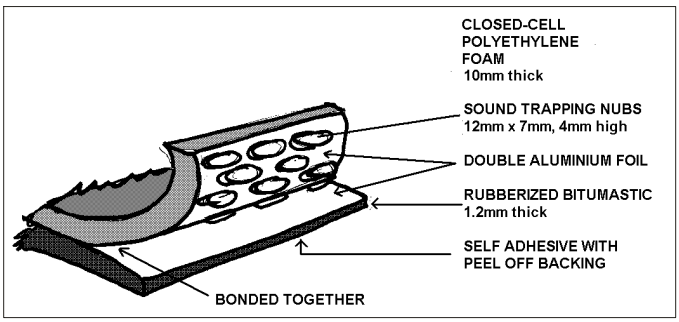


electric radiator fan, and a beautiful stainless steel through-the-fenderAustralian exhausts (which I now sell).

The other area that needed some ponder was sound (as in noise). Now I am not an arm chair driver who wants to only hear the clock ticking and I do like to hear the engine growl. Neither am I one of those people with the intelligence quotient of a piece of burnt toast that spend thousands on "hi-fi" systems for their cars. That's like wearing a Saville Row suit in a hot tub. So I did some looking around. Naturally the first stuff that took my eyewas Dynamat and after that some other similar products.

The first thing that puzzled me about these products from Dynamat and people like B-Quiet was that the aluminium foil was on the wrong side. So I phoned a supplier and had a conversationwitha"technical person". My argument was that if the product was to reflect the heat of the sun out of the car then this should be next to the metal of car's body. So from the outside it should be car body, adhesive, aluminium foil, rubberized bitumastic/polymer stuff or whatever (technically called the "goop"). The "technical person" said no, the heat went through the car body, through the goop, reflected off the foil, back through the goop and out. This I found somewhat nonsensical and reasoned that the product was obviously not designed for sound deadening in automobiles. Well, it turns out that this is, in fact, the case! The product is nothing more that roofing material as used by construction people.

It is readily available in a variety of sizes and types from your local roofing contractor at 1/10 the price. As to the goop, your schoolboy physics will remind you that there is little difference between them all you want is mass! Just get one that stands up to the heat, and they all do! Also do not get excited



about the aluminium foil. Just because it keeps roofs cool by reflecting sunlight does not mean it will be as effective in the dark. If you have a resonating panel it is easily stopped by putting your hand on it. It kills the vibration. So just imagine you hand being replaced by a patch of something, something like rubberized bitumen! By stopping the vibration of the panel you stop the drumming, thrumming, and rumbling.

Now this goopy stuff is great for deadening "drumming" panels and is great in doors, wings (fenders), inside gearbox covers (inside is better than outside for heat) and on floors (particularly on boot floors). The material is easy to use. The adhesive under the peel back paper is great and it molds reasonablywell with finger pressure.

However, there is also the high pitched sounds and those squeaks and buzzes. For this closed-cell foam is good. It has to be closed-cell so that it does not soak up and hold water. The little air pockets help stop sound as well as adding heat insulation in both directions. So I have put roofing stuff in my doors, roof, back panels and all sorts of places. But I also have used specially manufactured (in Toronto) closed cell polyethylene foam. The problem was sticking it to the foil of the roofing stuff - remember the foil will be on the inside and exposed. I tried some highly recommended 3Mproducts, floor tiles stuff, but nothing really worked. Then I discovered Zytek A8411 the wonder contact glue. It is expensive, easy to apply and locks on like a leach but as it cannot be shipped without special arrangements, like other funny chemicals, I had a hard time getting it. But get it I did, andworkitdid.

Continued on page 14

How it was done #1

Owner: Jay Smith
Kansas City, MO
jsmith@mjharden.com
Model: 1963 Triumph TR4
Engine: Ford 302 V8

Engine: 1988 Ford Mustang GT 302ci (5.0). Weiand aluminum intake with a Holley 600cfm carburetor. 125Hp NOS nitrous system.

Transmission: Ford T5. Converted from a hydraulic to a cable clutch. The cable is from a 1976 Mustang Cobra (new). The cable connects to the pedal via the original lever for the clutch M/C. Looks kinda hokey but it hasworked fine for 6 years.

Radiator/Cooling system: Radiator is from a Bronco. Water pump is aluminum Wieand. Fan is a GM electric, in a puller arrangement.

Exhaust: Summit block hugger headers, 2" generic turbo mufflers.Nocrossoverpipe yet.

Rear axle: Stock TR4 for now, with a limited-slip Ford awaiting installation.

Suspension: Stock except for stiffer springs and shocks in front.

Wheels and tires: 15X6 TR6 wheels with 205-60-15 tires.

Brakes: Stock rear, Toyota 4-pot calipers in front. *(editor's note: look for a how-to article on this in a future issue).*

Body: Stock (a requirement of the conversion was that the body appear stock).

Frame: Cross-members were modified/reloacted for the engine and transmission.

Electrical: Autometer gauges, Suburu 100 amp 1-wire alternator, Ford starter.

Conversion performed by: Owner and Jeff Newkirk. Completed July 1966 at a cost of $2,500. Driven over 6000 miles since. Best 1/4 mile performance - 13.7 @ 105. Top speed - 124 and still pulling.

Problems encountered since construction: Traction is the biggest problem. Exhaust clearance is a bit low, and one motor mount broke shortly after the conversion. Other than that, no problems.

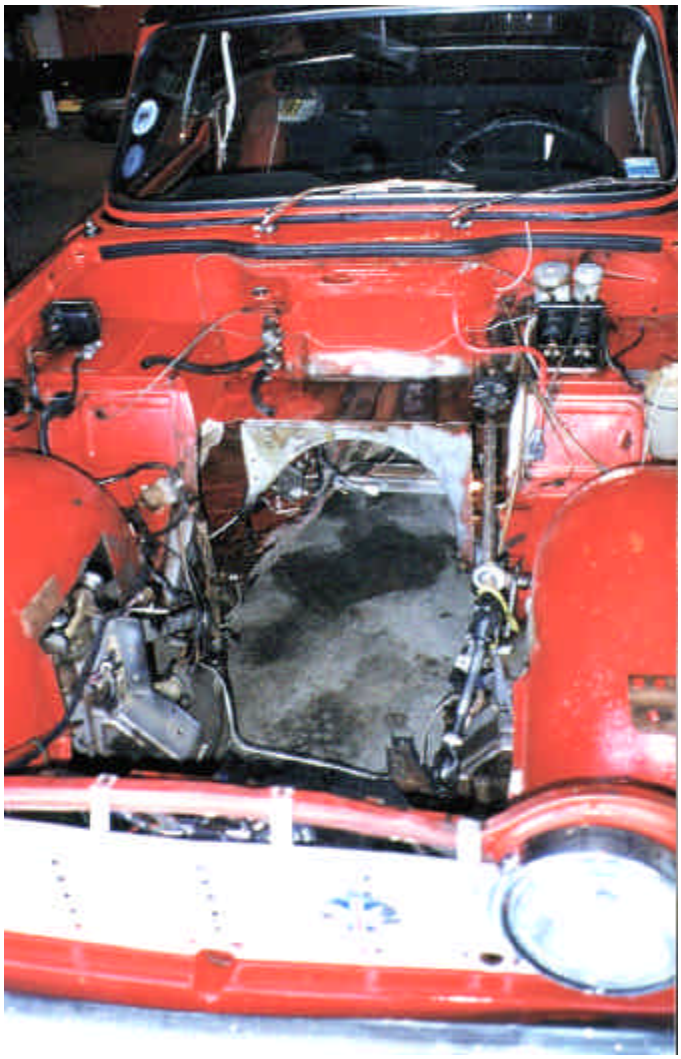
Source of parts/conversion information: Local junkyard! This project was truly the epitome of a low-buck conversion. I tried to

find as many parts as possible at the local junkyard to hold costs down.

Recommendations/advice: If you are thinking about doing a conversion, then do it. You won't be disappointed. A car that looks as good as a TR4 deserves an engine of equal caliber.

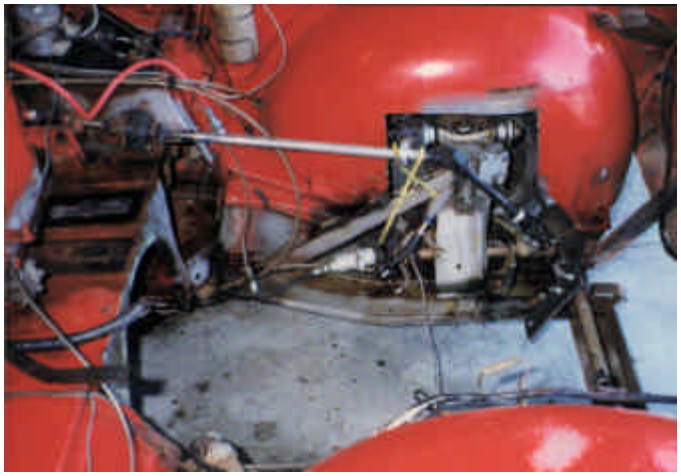
Things I would do different: Something I hope to do in the near future - re-route the exhaust through the frame to eliminate clearance problems.

Additional comments: I started working on the conversion of my TR-4 in January 1996 (finished in July) and I've been driving itwithgusto ever since! The conversion seemed to go in spurts as time would allow, but the entire process took about 6 months.



The engine is a stock 1988 5.0L from a Mustang GT that had only 20,000 miles on the odometer. The 5.0L motor actually fits in the engine bay quite nicely and I found itweighed only slightly more than the original four-banger. This means the weight distribution is still good. The worst part of the conversion was figuring out the steering and exhaust. The steering column had to be re-routed to make it around the wider V8.Also, the new motor was slightly longer and the steering rack was in the way. Instead of chopping up the firewall, I decided to relocate the steering rack by moving it a few inches forward. This of course led to a series of problems of poor steering and lots of bump-steer. I had counted on this, it

just took longer to sort it out than I originally thought. Finally, after several trial and error sessions, I got the steering worked out. I also put new bushing in and replaced the stock front springs/shockswith high-performance ones.



The transmission is a T-5 5 speed, but the rear-end is the stock single-trac as of right now. (I have a Limited-slip Ford I can drop in when the original one dies.) The original rear-end has held up so long because I am unable to transmit all the power to the pavement. Push the 'loud' pedal too much and the right rear tire goes up in smoke. This hasn't really been a problem since I drive the car on the streetmuchmorethanthedrag-strip.

The car is now an absolute ball to drive! It handles

extremely well with an abundance of torque and horsepower. It has run a best of 13.7 @ 105mph in the1/4 mile. (Spinning one tire a good distance down the track.) I really need that other rear-end installed to have a chance of making a low 13-second (or better) pass.

The car is also equipped with a 125hp Nitrous System. I haven't tried this at the track yet because I am unable to use it until the middle of third gear. (i.e. see traction problems above) It does, however, make another good conversation piece. V8

HOW IT WAS DONE # 3

By Bob
Model: MGB
Engine: '92 Olds Quad-4

(Editor's note: I received an e-mail from Bob with the following text. I sent a "how-it-was-done" questionnaire to him, but he returned it to the wrong address. The recipient, unfortunately, misplaced it, so all we have for this issue are the photos and the original text. Apologies, Bob, but I didn't retain your postal or your e-mail address. Please contact me and we'll do this right)

Bob wrote:

"I have been a subscriber to the V8 newsletter for a couple of years. I didn't stuff a V8 into my ride, but I did use information included and many of the suppliersmentioned in the newsletter.

I converted a '92 Olds Achieva FI quad 4. The w41 engine I installed was a limited production hi-output version. I think there were less than 2,000 produced. It dyno-tested at 170 hp at the rear wheels. Not as much as you guys are getting out of the V8, but still fast enough to scare you at top end."

Hell, Bob, it scares me just looking at the pictures - nice car! V8

How it was done # 2

Owner: Neil Brown
Staffordshire, England
Model: TR250
Engine: Triumph Stag V8

I don't think you can beat the sound or the torque of a V8. The "burble" is fantastic & is enough to turn most heads even when the car is being driven modestly. Mine really gets people's attention at speed! The torque from a V8 also makes driving a pleasure & consequently I wanted to get a V8 into my Triumph TR250. However, I farm in Staffordshire England & do not have much by way surplus time. Consequently my objective was to find the quickest transplant I could. Like most enthusiasts, at least in the UK, I first started measuring up an ex Buick 3500/4000cc Rover engine. However, it quickly became obvious that the gearboxmight take some time to fit as might the exhaust headers. Working forward from the gearbox, which I decided to retain if possible, a Triumph Stag engine looked overall an easier fit than the Rover.

My original TR gearbox was, of course, very little different from the Stag's transmission. There is a slight complication in that the Stag tranny sits at the back of the Stag's engine on a slight angle. Consequently the gear lever tends to twist to one side & requires a compensatory sideways shift. I cut the gearlever off just above the ball,welded a plate to the now foreshortened top & then re-weld the gear stick to the plate.

As you will see from **photo 1**, there is not a lot of room between the cylinder heads of any V8 & the inner-wings/fenders. However, as I got into more detail I realized that the Stag engine was actually easier to fit than the Rover since the Stag's cylinder heads have angled (downwards) exhaust header flanges - which would make it far easier to take the headers away close to the block. The Rover's cylinder heads have vertical faces to the exhaust flanges necessitating the pipes loop away from the heads. The final clincher was that I thought that I would have the barest minimum of bulkhead changes tomake,ifanyatall.

So the Stag appeared to be the easier engine to squeeze in & the 180cu in steel block/aluminium heads would be about the same weight as an original TR lump - so I decided to give it a go. Nevertheless I had to bias the engine towards the left side of the car (by about 1") to give the steering column a little room & still managed to get the left-side exhaust header down the side of

block with hardly any carving - certainly none worth talking about. Moving the engine an inch to the left was not in fact the whole story, for the steering rack had to be moved an inch to the right too! I made a lower steering column complete with the extra u/j you can just see in **photo 2**.

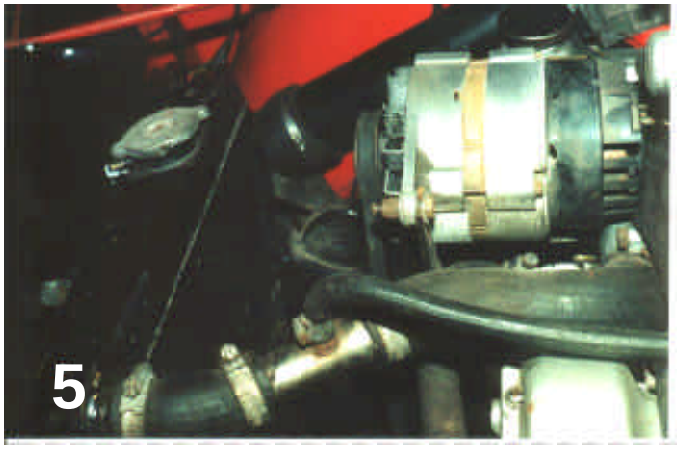
The Stag engine is actually shorter (about 1") than the original 6-cylinder unit so I thought the engine should sit clear of the car's bulkhead - &, as **photo 3** shows, indeed it does! So what about the comparative heights? Stag wins again - not by much, but it is about 1" lower than the Rover V8, which allowed me to close the bonnet/hood without any difficulty even with the efi induction in place.

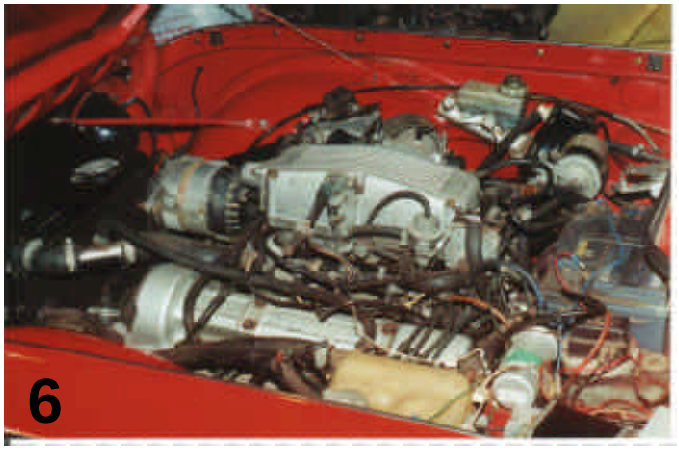
Anyone interested in Triumph cars has to have heard that the Stag engine's reliability is questionable. Back in the 1970's the car sadly developed an entirely deserved reputation for overheating, warped cylinder heads & some doubt as to what car you would come home in when you left in a Stag! We have some very experienced Stag specialists in the UK & I visited a number at a Triumph show/meet & was told the basics as to what I must do to make my unit reliable. I learnt it is very important to change the engine oil & filter regularly every 3000 miles to give the timing chains longevity. Youwill also need to change the

timing chains about every 30000 miles. Sooner if they get noisy earlier than that, which also tells you that you are not changing the engine oil sufficiently frequently. To help my water pump stay submerged I fitted an enlarged header tank (**photo 4**) &

fitted an automatic air-bleed from the top of the radiator to the additional header tank on the advice of the Stag experts.

Strangely enough, finding a place for, never mind mounting, the alternator was my biggest challenge. You can see the eventual result in **photo 5**.





Since I had managed to retain the original gearbox, the original prop-shaft, rear suspension & drive shafts were hardly changed at all. I fitted hard polyurethane pivot bushes to the trailing arms & have had no problems there in spite of using the car every day, rain, shine or snow. However, the extra torque from the V8 is showing-up the numerous universal joints in my drive train as now being inadequate & upgraded u/js are going to be required soon. I swapped the car's original 3.7 ratio rear axle for the slightly "taller" 3.45 one - which has worked out really well.

My initial induction was a Holley 390cfm 4-barrel carburetor, but its flat-spots brought me to change to an ex-Rover efi system you see in photographs 6. I am delighted with this upgrade & feel it has "made" the car with its balance of good-

manners & power - depending upon my right foot!

Roger Williams took **photo 7** when he was researching for his forthcoming book "Improving TR250/5/6". *(Editor's note: Roger tells me his manuscript has gone to the publisher and should be available around the first of the year. The newsletter will publish the details as they become available)* V8

BOOKSHELF

Improving the TR 250/5/6, by Roger Williams.

As noted above, this new book is not yet available, but should be on the stands by the first of the year. Roger, as most of you know, has written several books of interest to the British V8 enthusiasts, including **How To Give Your MGB V8 Power** and **How To Improve the MGB, MGC, and MGB V8**. It should be expected that his new book will be of the same caliber as his others, and will be a good addition to the library of TR fans.

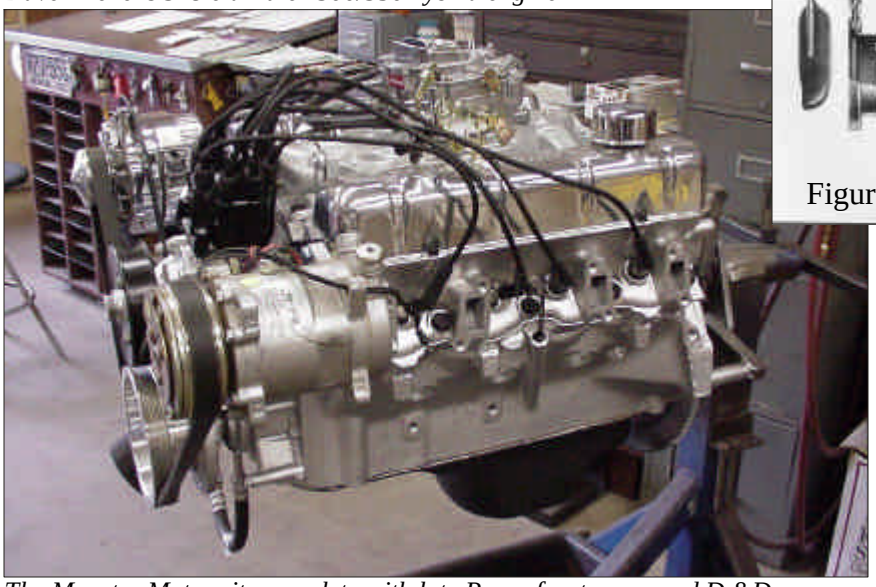
Sort Of Sound Advice - *continued from page 8*

As a result of this fevered activity I have decided to offer my new wonder sound deadener. It is a combination of rubberized bitumastic material with foam bonded to it. It provides low frequency dampening with rubberized bitumastic, high frequency dampening with closed cell foam, and mid frequency dampening with acoustic pockets sandwiched between the two layers. Cost is $5 per square foot with minimum quantity of 10 square feet. It comes in pieces 6 inches by one foot allowing easy application. It requires no glue and has adhesive under a peel back waxed paper cover. The construction of the material is shown in the accompanying diagram. It is quite stiff so getting it in a door may require some sweat and mumbling, to say nothing of cutting. Not recommended for bonnets (hoods) and ideally suited for the inside of firewalls, doors, body cavities. I will supply just the rubberized bitumastic (Dynamat type) material for $2 per square foot. Minimum 15 square feet. The minimum quantities will just about do an MGB GT. Any questions to barrier@bconnex.net. V8

Buick Monster Motor

By Kurt Schley

Dave Michel's 348 cid Buick 300/350 hybrid engine



The Monster Motor sits complete with late Rover front cover and D &D Fabrications serpentine belt system, ready for run-in on the test stand.

Over the years, a few MG V-8'ers have installed the aluminum head 1964 Buick 300 engine into their cars and have been pleased with the results. The '64 300 is not a whole lot heavier than the 215, while providing 85 more cubic inches and gobs of torque. (The 1965 and later 300's have much heavier cast iron heads) For those who speculate about such things, there was always the question: "Would a Buick 350 crank, with its very long stroke, 3.85" vs. the 300's 3.4", fit into the confines of a 300 block, yielding a large displacement but still relatively light weight engine?"

Dave Michel, who has been very heavily involved in MGV8's for many years, finally decided to find out. He and 215/300 expert Dan La Grou, proprietor of D & D Fabrications in Almont, MI, discussed the feasibility and obstacles over a period of several months. Then Dave gave the go-ahead to build the engine and Dan promptly began preliminary mock-ups of the combination.

It was discovered early on that the chief problem was going to be providing sufficient internal clearance for the relatively large Buick 350 crankshaft to be able to swing freely inside the confines of the 300 block. Testing of mock-ups revealed that there were three principle areas of interference:

1) The connecting rod bolts on four cylinders would not clear the camshaft. Careful measurements and precision grinding of the contacting bolt heads finally allowed the connecting rods to swing past the cam. Slight additional grinding then provided a sufficient safety factor to make sure the bolts and cam did not meet, as internal dimensions changed when the engine heated up and from centrifugal forces when under power.

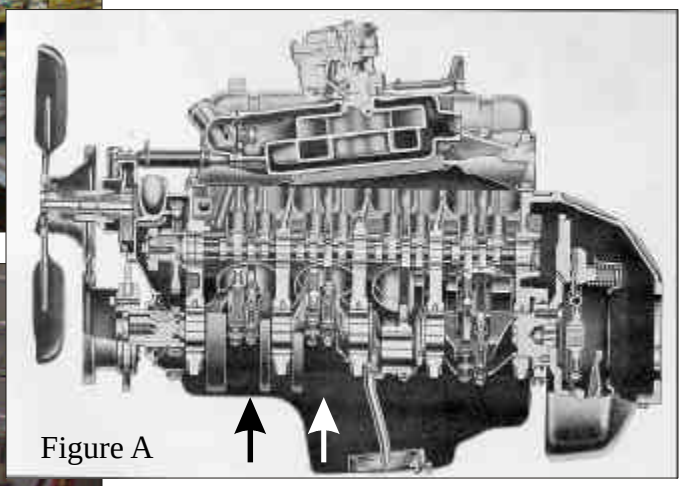


Figure A

2) The ends of the connecting rod bolts on the front two crankshaft journals were hitting the inside of the oil pan. This is the area in the front of the engine where the oil pan is shallow. (Fig. A) Note: The shallow area of the pan actually extends further back than the illustration. Reducing the length of the bolts by grinding provided the necessary clearance The

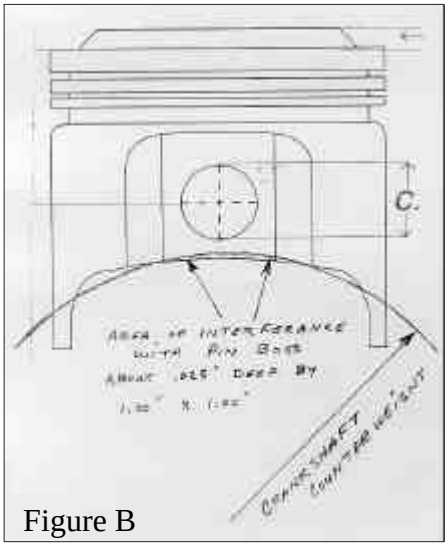


Figure B

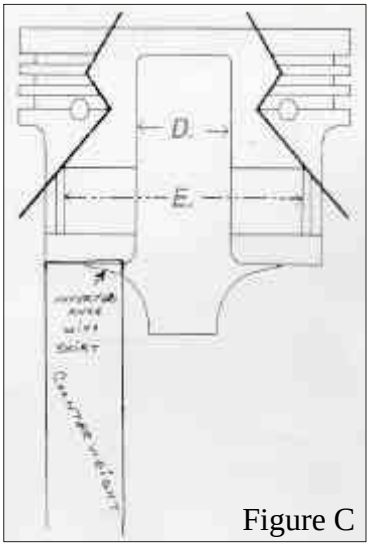


Figure C

bolts were not ground as far back as the nuts, so there was no reduction in the bolt's strength.

3)The largest obstacle by far was that the leading edge of the crankshaft counterweights would not clear the bottom edge of the slipper-type pistons. Careful measurements revealed that an area .025" high x 1" X 1" long wide had to be removed from each piston skirt and pin boss per Figs. B & C. After laying out the areas to be removed using machinist's dye, the skirts were ground. The counterweights actually interfered with only 0ne side of each piston's skirt. However to keep each piston in balance, aluminum had to be removed from both sides of each piston.

A late Rover "intermediate" front cover was used. This cover incorporates a compact and highly efficient crankshaft driven oil pump, as well as an improved water pump design, while still retaining provision for a conventional distributor. It was used chiefly on the Rover 4.2 and late 3.9 Rover engines. The 4.0 and 4.6 Rover engines used flywheel triggered electronic ignition and their front covers will not accept a distributor. All later Rover engines, 4.0, 4.2 and 4.6, drive the water pump, alternator and all other accessories with a flat serpentine belt arrangement which rotates the water pump in the opposite direction from the earlier Rover and the 215/300 pumps. TheMonster Motor was fitted with custom brackets and billet aluminum pulleys designed byDanLaGrou.

The motor will soon be installed by Dave into anMGB. A report on the engines performancewillbeforthcoming. V8

Engine Specifications:		
Displacement: 348 ci	Rocker Arm 1.6:1 Buick 215/300	Intake manifold: '64 Buick 300 (aluminum)
Bore: 3.790"	Camshaft: Crower 50232	Ignition: OEM Delco distributor w/ Pertronix kit
Stroke: 3.85"	Piston: 258 Jeep	Flywheel: Buick 300
Block: Buick 300	Rings: 5/64", 5/64", 3/16" Hastings Moly	Pressure Plate: 10.4" Weber
Crankshaft: Buick 350	Connecting Rod: Buick 300	Clutch Disc: 10.4" Weber 1-1/8-26 spline
Heads: '64 Buick 300 (aluminum), ported	Deck Height: .040”	Front Cover/Water Pump: Late Rover w/ serpentine belt
Intake Valve: 1.720" dia. (Stock Buick 300 = 1.625")	Chamber volume: 46cc	A/C Compressor: Sanden 508
Exhaust Valve: 1.496" dia. (Stock Buick 300 = 1.313")	Compression Height: 1.630"	Starter: D & D high-torque gear reduction
Valve Springs: Crane 99849	Compression Ratio: 10.2:1	Alternator: Chrome one-wire
Head Gasket: .040" thick	Carb: Edelbrock 1404	
Lifter: 896	Primary Jet: .086"	
	Secondary Jet: .095"	
	Rod: 65-52	

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