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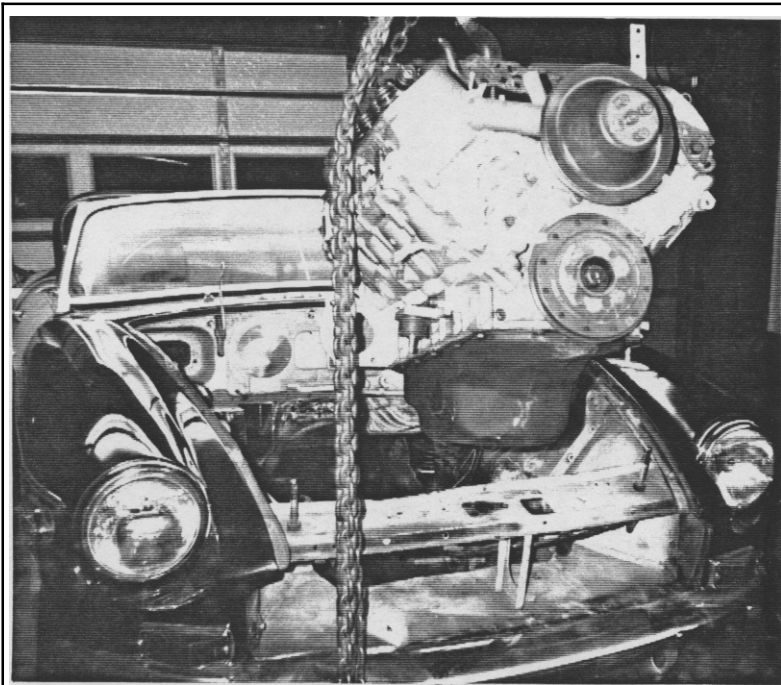


V-8

NEWSLETTER

FROM THE EDITOR:

This is the second edition of the MG V-8 Newsletter and a lot has happened in the six months since the first issue was sent out. The most significant is that I have learned what an enthusiastic group the MG V-8 fraternity is. For example, whenever I learn of the whereabouts of an MG V-8, I send a four page questionnaire to the owner. The questionnaire asks for basic details about the car, both for my own information and for use in the newsletter. Very often I receive not only a completely filled out questionnaire but several additional pages of correspondence and photos. Most owners are intensely proud of their cars and are more than willing to share their experiences and advise. Other readers have sent copies of articles from other publications, sources for parts, and sometimes just an update on their car.



FIRST TRIAL FIT IN THE EDITOR'S 1973 MGB

To those individuals who have sent me MG V-8 material, THANK YOU! If the newsletter is to survive and grow, it will be only through the active support of the support of the readers.

Now that this issue is completed, I am starting work on the August newsletter which will include more how-to articles, info and parts sources, and a complete run-down of the considerable resources available to V-8 enthusiasts from the V8 Register of the MG Car Club in England. The next issue will also see a more professional format and increased use of photos and graphics.

- Kurt Schley

A limited number of Newsletter Volume 1 are still available @ \$5.00 each. Send a check or money order to:

The MG V-8 Newsletter
1855 Northview Rd.
Rocky River, OH 44116

The MG V-8 Newsletter is published every February and August by:

Kurt Schley
1855 Northview Rd.
Rocky River, OH 44116

THE ROVER V-8 ENGINE - THE BOOK

It is hard to imagine an author taking an enormous amount of time to research, compile, and write 207 pages on a subject as esoteric as the Rover V-8. But David Hardcastle did and the resulting hardbound book is very worthwhile reading for any MG V-8 enthusiast. This well written and lavishly illustrated history of the GM/Rover aluminum V-8 includes chapters on:

- * The birth and development of the engine in Detroit
- * How and why the engine's production ended up in the U.K.
- * The history of Rover Motor
- * Factory applications of the 215 c.i./3.5 liter
- * An overview of non-stock applications of the engine including Ken Costello's installation of it into an MGB/GT
- * A history of the Rover V-8's use in competition cars.
- * A review of many of England's foremost Rover V-8 specialists
- * A detailed look at several winning aluminum 3.5 liter powered race cars
- * 31 pages of rebuilding, uprating information, and specifications

The copy I read was generously loaned to me by Richard Porter of Lebanon, IN who had noticed it in an automotive book vendor's list. When I opened Richard's package I immediately salivated over the large glossy cover photo of a completely built-up, chromed, anodized, and polished Rover V-8. The evening's plans were cancelled as I began reading and did not stop until the book's conclusion. I recommend it to anyone who owns, is building, or just interested in MG V-8's.

"The Rover V-8 Engine" is available from:

Classic Motorbooks
P.O. Box 1
Osceola, WI 54020
1-800-826-6600

Stock no.: 115351AE
\$36.95

BUICK COMPACT CLUB

The Buick Compact Club is an organization devoted to the care and preservation of Buick compacts from 1961 through 1963, the cars which came equipped with the 215 aluminum V-8 often used in MG V-8 conversions. The club publishes a newsletter, "The Siren" which includes technical info on the 215 and some parts sources. An annual subscription to "The Siren" is \$10.00. Contact: Mr. Leon Lashomb

The Buick Compact Club
Route 1, Box 39B
Marion, TX 78124 Phone: 210-625-5914

HOW IT WAS DONE - #1

"How It Was Done" is a regular feature of the newsletter which details an individual MG V-8/V-6 conversion.

Owner: Jim Stuart

City: Gaithersburg, MD

Jim owns two MG V-8's (MUST BE NICE!). The first one he built, a '77 MGB roadster, recently took 2nd place out of 40 entries in the late model roadster class of the 1993 British Cars Days Show. The car currently shows 170,000 miles on the odometer and is a daily driver even through rain and snow. The second car, a 1974-1/2 MGB/GT is currently under construction. In support of the theory that MG mania is genetic, Jim's daughter drives an award winning MG Midget.

Model: MGB

Year: 1977

Date of Conversion: 1987

Engine: 1963 Oldsmobile 215 4 -Barrel Version

Modifications: Buick heads, which in combination with Olds flat top pistons yield 10.75:1 compression. Buick heads also are angled more vertically than Olds, thus affording more room between the engine and engine bay walls. Double valve springs, MSD ignition, Carter 400 CFM carburetor.

Transmission: Borg-Warner T-50 5-speed with 1.2:1 overdriven fifth gear. Donor car: Chevy Nova. Note: T-50 requires the use of a Transdapt aftermarket adapter to mate with the stock GM 215 bellhousing.

Clutch: Chevy' 10''

Clutch Slave Cylinder: MG Midget Mk I - 948 cc engine. Stock MGB master cylinder, shortened GM arm on fabricated bracket. (Switching shortly to a Weber hydraulic throwout bearing, thus eliminating the slave cylinder and arm.)

Flywheel: Weber

Exhaust: Stainless steel tube headers, Y-pipe, Borca stainless muffler, and custom exhaust pipes.

Brakes: Stock MGB

(Cont'd on page 4)

How It Was Done-#1 (Cont'd)

Tires/Wheels: Shelby 14 x 7 rims w/ off-set for Datsun Z-car, Dunlop D60A2 205-60 tires. Note: Used in conjunction with MGC wire wheel rear end which is 2" narrower than MGB steel wheel rear end. Wide wheels then require no fender flares to prevent tire rub.

Suspension Modifications: MGB/GT front coils cut back 1-1/2" in length. De-arched rubber bumper type rear springs form British Parts Direct. 7/8" Addco front sway bar. All bushings replaced with polyurethane. Rear sway bar removed (better handling only with lowered ride height)

Cooling System: Custom 4-row radiator, 2" longer than stock. 16" electric fan (puller). TR7 overflow tank, connected by hose to tapped fitting into thermostat housing, with coolant recovery tank. 10" electric fan (pusher) which runs only when air conditioner is running.

Rear End: MGC wire wheel rear end converted to steel wheel hubs. 3.307 gear ratio.

Instrument Modifications: Jaguar XJ12 140MPH speedometer, XJ 12 Tachometer modified for V-8. Smith's mechanical water temperature gauge. VDO mechanical oil temperature gauge.

Body Modifications: Side chrome removed and windshield frame is black. Headlight and taillight trim is body color as are the door handles, bumpers, and ST spoiler with integral foglights. Pontiac Fiero seats and double duck cloth top. Paint is Ford medium/dark grey metallic with clear coat. Shelby basket weave wheels with black centers and polished rims.

Conversion By: Initial conversion by Mountjoy's Auto Shop, 4835 Rhode Island Ave, Hyattsville, MD 20718. Further modifications by owner. (A/C, suspension, etc.)

Miscellaneous Notes:

- * Best intake manifold to use, up to 6000 rpm, is stock Buick/Olds 4-barrel. Better than Offenhouser.
- * GM block stronger than Rover because cylinder sleeves cast into block.

(Cont'd on page 5)

How It Was Done-#1 (Cont'd)

- * Modify MGB V-8 engine mounts to move engine 1" further back
- * With 10.75:1 compression, engine runs fine with 93 octane gasoline without need for additives.
- * Use high-temperature anti-seize on all engine bolts and spark plugs.
- * Install separate relays for fans and ignition, 50 amp master fuse upstream of the fuse box, master cut-off switch, heavier gauge wires on alternator.
- * To install a late-model pedal box and brake booster is very straight forward and requires only about two hours. An alternative is to use a remote booster as supplied in the MGC and various other British cars.

Model: MGB-GT Year: 1974-1/2 Date of Conversion: 1993

Engine: 1963 Buick 215

Transmission: Borg-Warner T-50

Clutch: 9" Chevrolet

Flywheel: Stock Buick 215, machined flat

Brakes: Stock late model MGB w/ booster

Tires/Wheels: Shelby 14 x 7 (Datsun) Minilite copies with
195-70 tires

Suspension Modifications: Chrome bumper front crossmember.
1-1/2" lowering blocks and stock GT springs on
rear. "Evolution" front and rear sway bars from
M&G International.

Cooling System: Radiator relocated to 1977-80 location. 16"
thinstyle electric fan. A/C condensor with 12"
fan.

Other Modifications:

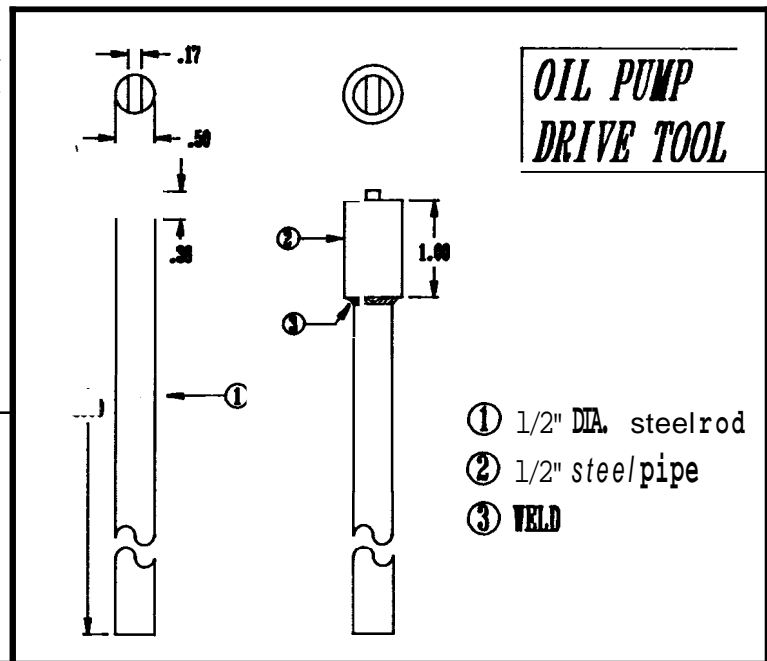
- * MSD G-A Ignition
- * Ford remote starter solenoid (eliminates heat soak starter problems common to GM)
- * Chevrolet Vega starter with D&D adapter nose
- * GM 63 amp alternator w/ modified D&D brackets
- * Air conditioning with Nipendenso compressor, dealer option MGB underdash A/C unit and fabricated mounts.
- * Pontiac Fiero seats with headrest speakers
- * Sunway folding sunroof

PRE-STARTUP LUBRICATION

Whenever a newly rebuilt engine, or one that has sat idle for a long period of time, is initially started there is usually a substantial amount of wear incurred. Before the oil pump can begin to circulate adequate amounts of oil throughout the engine, the bearings, rings, and cylinder walls are protected only by the lubricant applied during assembly or by the thin film remaining from the last run of years ago. There are three techniques which can be used to minimize or eliminate this problem:

- 1) If the engine is in the car, remove all the spark plugs and, with the starter, turn over the engine for at least two minutes. This will pump oil through the engine while it is under no load. Take care not to overheat the starter.
- 2) If the oil pump is being serviced, completely pack the housing around the pump gears with petroleum jelly. This serves as a prime for the pump and speeds initial oil circulation.
- 3) The technique I prefer is to pack the pump per step 2, then remove the distributor. The end of the distributor shaft terminates in a machined notch which indexes with a tang on the end of the oil pump drive shaft. The distributor actually drives the oil pump. A special oil pump drive tool (See Below) is then lowered through the distributor hole in the front cover and inserted onto the oil pump drive shaft. Using a 1/2" drill, the tool and the attached oil pump are driven for about three minutes. This pumps oil throughout the engine without the crankshaft even being turned, thus assuring a fully primed oil system at start-up.

Triumph TR-8 front brake pads are larger than MGB pads but can be installed into MG calipers without alteration.
- Glen Towery
Towery Foreign Cars

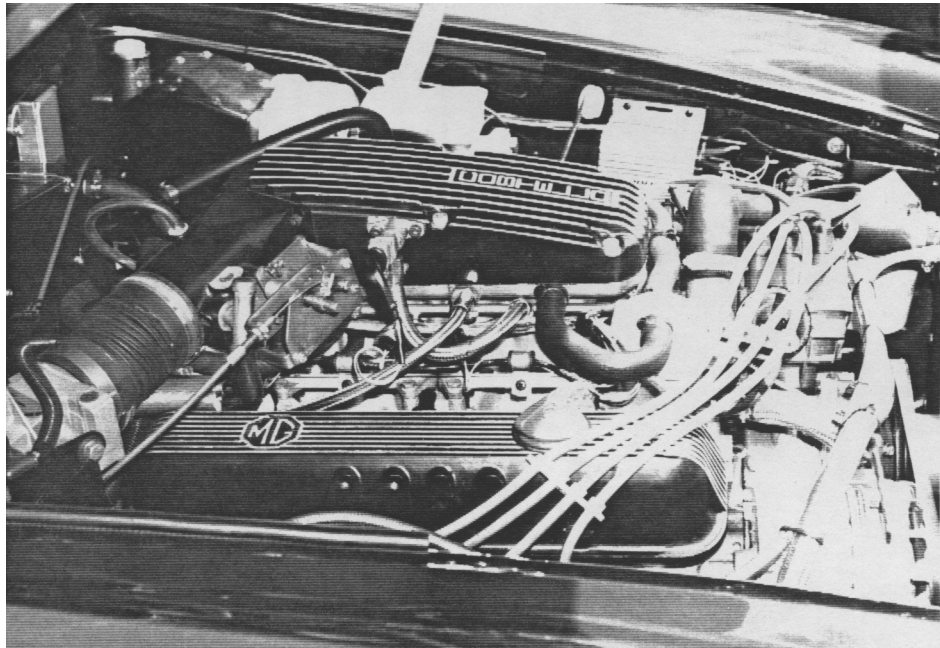


UNIVERSITY MOTORS 1993 SUMMER PARTY

For the past seventeen years, Anglophile and MG guru John Twist has hosted a Summer party for owners and admirers of the MG marque. Through the efforts of John and his staff at University Motors in Grand Rapids Michigan, this event has grown exponentially. The 1993 gathering drew well over 600 registrations, making it one of the largest gathering of the MG faithful in the world. Represented were virtually every model and variation of the MG marque from the early thirties thru 1980, with the quality of many cars being far superior to when they came off the assembly line.

MG V-8's were well represented:

- * Ken Costello, the English engineer who first developed the MGB V-8, was present with his newest conversion complete with a proprietary fuel injection system. The car's workman hip reflected Ken's long years of experience with MG V-8 conversions.



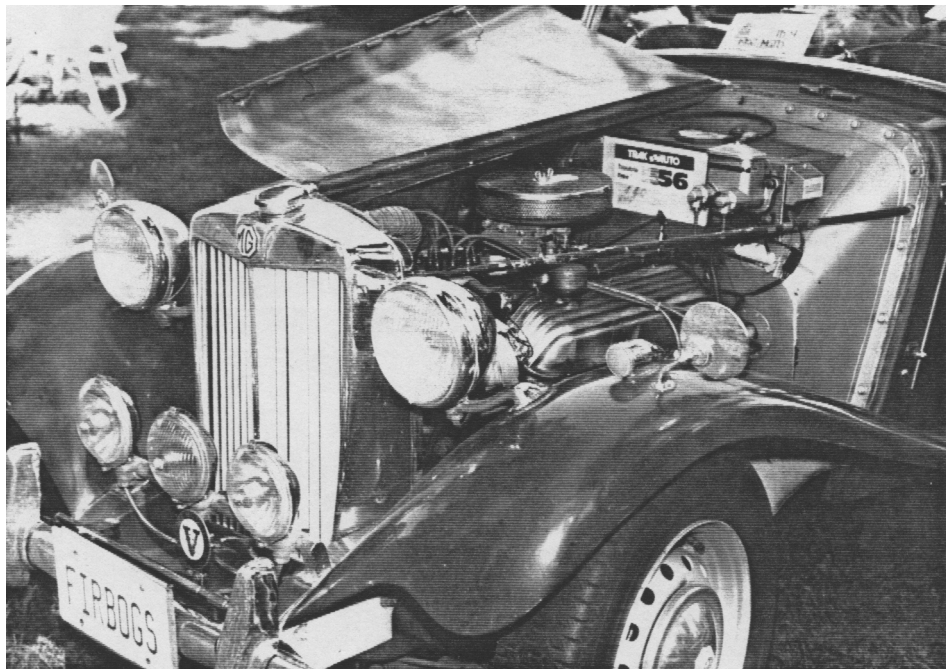
Ken Costello's latest conversion

- * Glen Towery, of Towery Foreign Cars and a U.S. pioneer in V-8 conversions, drove his Rover powered MGB GT to the meet pulling a 3000# trailer packed with a mouth-watering as-
(Cont'd on page 8)

Summer Party (Cont'd)

sortment of stock and conversion parts. Glen puts tens of thousands of miles a year on this car as he attends MG related events all over the Eastern half of the country. Although the trailer almost doubles the weight that the engine is pulling, the conversion has never broken down or given major trouble.

- * Robin Weatherall, of The MG Centre in St. Louis, drove his Rover 3.9 liter powered chrome bumper MGB to the party. The car is well equipped with coil-over-shock front suspension, tubular traction bars, and the most magnificent wooden dash that I have ever seen on an MG. Both Robin and Ken Costello's cars were representative of the conversion work available from The MG Centre.
- * Dale Seikman of Rockford, IL attended in his immaculate '78 red MGB. Dale's car is powered by an uprated '63 Buick 215 engine and a Rover 5-speed transmission.
- * Marty and Ginny Reilly brought their 1953 TD powered by a Ford 289 small block. The car was converted in 1966 and was raced for a period before being purchased by the Reillys.



Marty and Ginny Reilly's 289 powered TD

(Cont'd on page 9)

Summer Party (Cont'd)

- * Kevin and Johanne Pesant drove their '77 MGB roadster from Ontario to the party. Their "B" was purchased already converted to V-8 but the job had been poorly done and the car was undrivable. After lengthy negotiations, Kevin and Johanne purchased the MG and reworked the conversion to it's present high standard of workmanship.
- * Ron Pung arrived with the party's second T-series V-8. The TF was immaculate and appeared completely stock until the hood was opened to reveal a well detailed Chevy 350 small block.
- * Lyle York appeared in one of the parties two factory stock MG GT V-8's, driving it in from Anderson Indiana. Lyle's MG is a 1973 factory prototype LHD and was used by the factory for testing. The car was imported into the U.S. in 1985 after a 6 year struggle with the EPA.
- * Phil Wilshire owned and brought the other factory MGB V-8 to the party. Unfortunately I was unable to talk with Phil and will have to supply details in a later issue.
- * Mark Barnhart's 1957 MGA was the only "A" conversion this year, but what an MGA. Fuel-injected and blown Chevy V-6 which runs 217 MPH at the Bonneville Salt Flats!

I talked to several people who were in the process of building conversions or were making plans to. Therefore next years University Motors Summer Party, scheduled for August 19-21, should have even more V-8's than '93.

For information contact University Motors Ltd, 614 Eastern Ave, Grand Rapids, MI 49503 616-245-2141.

MG V-8 Workshop Notes

From David Knowles, MG Car Club V-8 Register (England): I have received a number of inquiries recently about the availability of the V8 Workshop and Concours Notes in collected form. The Workshop Notes are available in volume form from our Publications Representative Dugald MacNeill. Five volumes of Workshop Notes have been published to date, but not all are still available. You would be wise to send Dugald a stamped, self-addressed envelope for details of current prices and stocks. The most recent volume (No. 5) includes many useful tables and an index of the first five volumes. Dugald is at 5 Offham Slope, Woodside Park, London N12 7BZ England.

MGV-8 BOOK

The MG Car Club, based in England, has released an announcement about a soon to be published book:

MG V8: TWENTY-ONE YEARS ON...FROM INTRODUCTION TO RV8

1994 will mark the 21st Anniversary of the greatest sports car to emerge from the MG Car Company--the MGB GT V8.

The V8 Register, a subsidiary of the 63 year-old MG Car Club, will celebrate this anniversary with the publication, in the spring of 1994, of a high-quality hardbound book, titled as above. The book will be written and compiled by the V8 Register, with final editorial and design work to be carried out by the publishers, Windrow & Greene Automotive, working in close collaboration with the V8 Register. Windrow & Greene Automotive have already published a large number of motoring books. These include several volumes in their "Classics In Colour" series, histories of the VW Golf GTI, Triumph Stag and VW Beetle, and their "Choice, Purchase, & Performance" series of buyer's guides, including one on the MGB.

Preparation of the MG V8 book is already well under way. It's contents will include comprehensive coverage of the history and all other aspects of the V8-engined MG, incorporating the MGB GT V8, the latest MG RV8, and various private conversions. It will also include advice for those contemplating converting their own MGB's.

Many well-known individuals from MG folklore will be contributing towards this ambitious project, and much of the material to be published will never have appeared before in print: the book is sure to be an essential addition to every MG enthusiast's library.

MG V8:TWENTY-ONE YEARS ON will contain 128 well-illustrated A4 pages, of which it is hoped that 16 pages will be in colour. The V8 Register will be responsible for wholesaling the book throughout club and specialist outlets, while Windrow & Greene Automotive will be marketing the book through normal retail book outlets and by mail-order. Distribution will be worldwide. First printing will be three thousand copies, with further printings to be dictated by demand.

Here in the states, the book will be available 4/1/94 at \$24.95 from:

Classic Motorbooks
P.O. Box 1
Osceola, WI 54020
1-800-826-6600

Stock no. I199523



MGB V-8 SUSPENSION MODIFICATIONS

Many MG V-8's have been built and driven with unmodified stock suspension, and have performed to their owner's complete satisfaction. However, if the car is going to be used in a "spirited" manner, the suspension should be upgraded for both safety and improved performance. In order to determine the most effective modifications, several knowledgeable MG V-8 experts were surveyed for their recommendations:

Glen Towery - Towery Foreign Car

"I highly recommend using only MG V-8 control arm bushings, whether it be a rubber bumper or chrome bumpered car. They act more reliably, give better cushioning, and will last up to 150,000 miles of hard driving. Upper shock bushings will last 70-80,000 miles. Aftermarket nylon control arm bushings are hard, create more road noise, and do not absorb shock effectively. They could be detrimental to the suspension.

In the front, I normally use '66 - '74 MGB/GT springs. Though the ride is slightly stiffer, it allows the chrome bumpered roadster cars to be at the proper road height and provides excellent control. The same springs in a rubber bumpered car lowers the front end approximately 3/4", again contributing to a good ride height and control.

On chrome bumpered rear suspension, I am using chrome bumper MGB/GT springs, and rubber bumper GT springs on the rubber bumpered cars. The GT spring is designed for a vehicle about 300 pounds heavier than the roadster, so body roll is more controlled. If the ride is too harsh, the spring leafs may be wax oiled. The GT springs do not fatigue as quickly as the roadster springs and may last up to twice as long.

On rubber bumpered cars, relocate the front mounting point of the rear leaf spring by redrilling the bolt hole in the mounting perch. Drill a 7/8" diameter hole 1" above the stock bolt hole. This locates the front of the spring closer to the body and lowers the rear of the car approximately 3/4".

I prefer Ron Hopkinson or MG International sway bars, as they are very wide and afford better leverage and handling capabilities. Front and rear sway bars must be from the same source because ratings can vary among manufacturers. On shock absorbers, original equipment MG shocks seem to work best. Three of the four shocks on my personal MG V-8 are the originals and are topped off with fluid every six months. I'm not thrilled with add-on tube shock kits because all the old parts must remain. The rear tube shock kits often interfere with the exhaust system. Why waste the time, weight, and

(Cont'd on page 12)

Suspension (Cont'd)

money when the original set-up provides more than adequate performance? There is a coil-over shock kit which is available at a very expensive price, but it seems to go only half the way to providing the needed results for the front end. The king pin set-up is still used and this is an antiquated design. I am in the process of developing a front end coil-over spring and shock incorporating upper and lower ball joints. This will improve the ride and reliability considerably.

Another modification I recommend is the addition of torque arms (traction bars) on the rear end to prevent spring wind-up under hard acceleration. (There will be an separate article on traction bars and panhard rods in an upcoming issue - Ed.)

Parts/Service available through: Towery Foreign Car
P.O. Box 354
Delaware Airpark
Cheswold, DE 19936
302-734-1243

Robin Weatherall - The MG Centre Ltd.

FRONT SUSPENSION:

Bushings: MG V-8 rubber bushings on lower control arms.

Other bushings Nylatron.

Springs: Uprated springs on Moss coil-over shock absorbers.

Also have used Ron Hopkinson's (see below - Ed.) coil-over system.

Shock Absorbers: Spax gas type tube shocks on Moss coil-over system or Bilstein tube shocks on Hopkinson system.

Sway Bar: Hopkinson front handling kit.

Other Modifications: Negative camber A-arms. I believe that a coil-over suspension is necessary with 4 litre fuel-injected engines or others with equivalent power.

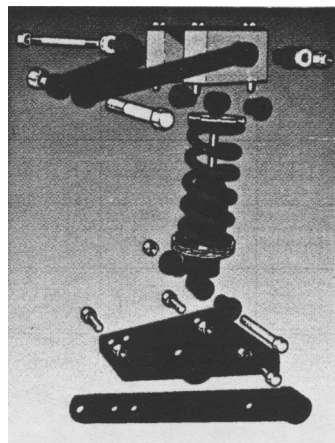
REAR SUSPENSION:

Bushings: Nylatron, except for standard rubber spring shackles.

Springs: GT springs on both roadsters and GT models.

Shock Absorbers: Spax tube type.

Sway Bar: Ron Hopkinson rear handling kit.



(Cont'd on page 13)

Suspension (Cont'd)

Traction Bars: Rose jointed anti-tramp bars from Moss Motors
Other Modifications: Anti-windup bracket on springs, limited slip differential.

Parts/Service available from: The MG Centre Ltd.
8370 Olive Blvd
St. Louis, MO 63132
314-567-5911

Robert Moore - Ron Hopkinson MG Parts Centre

FRONT SUSPENSION:

Bushings: Change front wishbone inner bushes to MG V-8
"Metallastic" type

Springs: Use standard springs for road use. For competition purposes, lowered and uprated springs should be fitted.

Shock Absorbers: Bilstein coil-over shock kit which dispenses completely with the lever arm damper.

Sway Bar: Use 7/8" diameter bar with uprated bushes, but only in conjunction with 5/8" rear bar -i.e. Ron Hopkinson Handling Kit.

REAR SUSPENSION:

Bushings: Keep standard for road use.

Springs: Keep standard for road use.

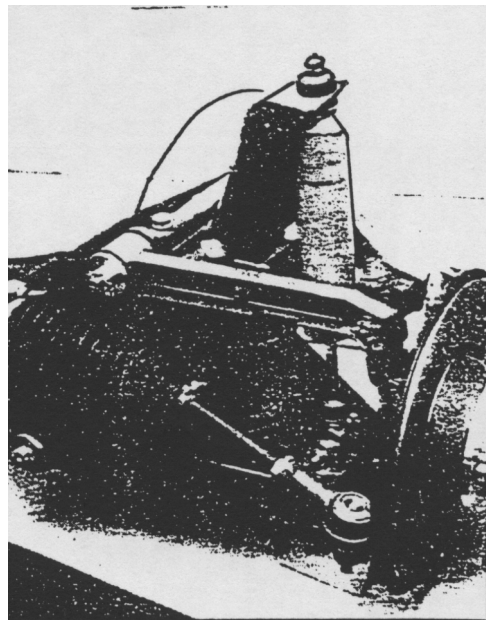
Shock Absorbers: Convert to Bilstein tube type.

Sway Bar: 5/8" diameter bar - as noted above

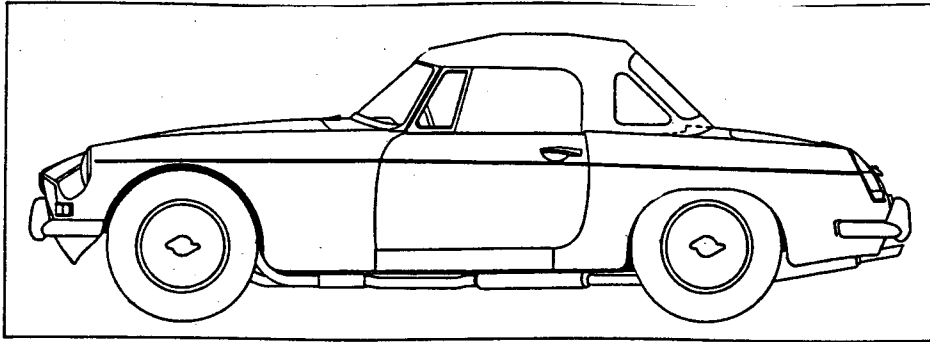
Traction Bars: In place of traction bars use Hopkinson "Wind-up Suppressors" which help traction.

Other Modifications: Limited-slip differential

available from:
Ron Hopkinson MG Parts Centre
London Road
Derby DE2 8WA
England
Tel: 0332 756056
Fax: 0332 572332



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GM 215 ENGINE IDENTIFICATION

The GM 215 cubic inch aluminum engine (and it's Rover descendants) is generally the V-8 of choice for MG conversions because of it's light weight and compact dimensions. The engine was domestically available in a variety of 1961 to 1963 Buicks, Oldsmobiles, and Pontiacs and in several performance levels.

Stock horsepower ranged from the standard Buick Special's 155 H.P./210 lbs torque to the Oldsmobiles Jetfire's turbocharged and fluid injected 215 H.P./300 lbs torque. Of course, the most desirable 215's are the higher performance versions with increased compression ratios and 4 barrel carburetors.

Chart #1 illustrates the entire range of automobiles in which the 215 was available from GM and the stock performance ratings. The chart can be of great benefit when shopping through the newspaper auto ads or canvassing wrecking yards trying to locate an engine as the owners often have no idea which engine version is in the car. A slight complication is that GM offered an optional higher performance engine in several of their models. For instance, the Buick Special could be ordered with an optional 185 H.P. engine rather than the standard 155 H.P. However, the vast majority of the autos were produced with the standard engine as listed in the chart. Also note that, judged strictly by horsepower, the best 215 seems to be the Olds Jetfire @ 215 H.P./300lbs torque. This engine was the first domestic turbocharged powerplant available to the public. (See turbocharger article in this issue). The Jetfire engines are still available but the intake system is unsuitable for MG conversions as the turbocharger is quite bulky and rebuild parts generally costly and rare.

More often than not, when you do locate a 215 it will have been already removed from the car. Knowing the GM model from which the engine was originally installed can be helpful in determining history of the motor you are negotiating for. Chart 2 illustrates the engine I.D. system used by the three GM divisions for the aluminum 215.

(Cont'd on page 16)

GM Engine I.D. (Cont'd)

GM MODEL AND STANDARD ENGINE CONFIGURATION							
Yr	Mfg	Model	H.P.@ RPM	Torque @ RPM	Comp. Ratio	Carb *	
61	Buick	Special	155 4600	210 3200	8.75:1	2Bbl	
	Buick	Skylark	185		10.25:1	4Bbl	
	Oldsmobile	F-85	155 4600	210 3200	8.75:1	2Bbl	
	Pontiac	Tempest	155 4600	210 3200	8.75:1	2Bbl	
62	Buick	Special	155 4600	210 3200	9.00:1	2Bbl	
	Buick	Skylark	190 4800		11.00:1	4Bbl	
	Oldsmobile	F-85	155 4800	210 4800	8.75:1	2Bbl	
	Oldsmobile	Cutlass	185 4800	230 4800	10.25:1	4Bbl	
	Oldsmobile	Jetfire	215 4800	300 3200	10.25:1	**	
	Pontiac	Tempest	190 4800		11.00:1	4Bbl	
63	Buick	Special	155 4600		8.75:1	2Bbl	
	Buick	Skylark	200 5000		11.00:1	4Bbl	
	Oldsmobile	F-85	155 4800	210 4800	8.75:1	2Bbl	
	Oldsmobile	Cutlass	185 4800	230 4800	10.25:1	4Bbl	
	Oldsmobile	Jetfire	215 4800	300 3200	10.25:1	**	

* Rochester carburetors were used on all models

** Single barrel carburetor with turbocharger and fluid-injection

Additional note: Standard transmissions were either a three speed manual or the Hydro-Matic automatic. A four speed manual transmission was an option.

Chart 1

(Cont'd on page 17)

GM Engine I.D. (Cont'd)

GM Engine Number and Number Location Chart

Buick Engine Numbers - stamped on the top left surface of the engine block, ahead of the valve cover.

Engine Number: A B C D

- A - 0 = Special, Standard model C - Single digit plant code
 1 = Special Deluxe
 2 = Skylark
- B - H = 1961 D - Production sequence number
 I = 1962
 J = 1963

Oldsmobile Engine Numbers - stamped on front of right cylinder head

Engine Number: A B

- A - S = 155 H.P.;
 SG - 185 H.P.
 ST - 215 H.P.
 SH or SE - Low compression export model
- B - Engineering production number

Pontiac Engine Numbers - stamped on front of block on right cylinder bank

Engine Number: 2 1 A B C

- A - 61 = 1961
 62 = 1962
- B - Single letter assembly plant code
- C - Sequential production number

Chart 2

HOW IT WAS DONE - #2

Owner: Jack Begley City: Merced, CA

Jack is a true MGoholic who currently owns about 14 MGA's, MGB's, and MGB/GT's. Among this collection sit the MGA V-8 described below and an MGB, Oldmobile V-6, and Borg-Warner T-50 transmission soon to be assembled.

Model: MGA Year: 1957 Conversion Finished: May, 1991
(reworked again in 1993)

Engine: 1962 Buick Special 215 Cubic Inch

Modifications: Jhans pistons. Offenhauser intake manifold with Holly 600cfm 4-barrel carburetor. High volume oil pump kit. Balanced. 19 row oil cooler with remote oil filter. Standard Dodge throttle cable. (Fuel injection coming soon.)

Transmission: Borg-Warner T-50 5-speed manual from a 1979 Monza. Shortened MGA shifter welded to T-50 shifter.

Bellhousing: Stock Buick 215 drilled for T-50 transmission

Clutch: 12" Chevrolet

Clutch Slave Cylinder: 1979 Ford Courier, as is the clutch master cylinder. Master cylinder is mounted under the dash and the resevoir in the engine compartment.

Flywheel: 215 automatic, MGB brake rotor fitted in recess with recessed allen bolts, then drilled for 12" Chevy pressure plate.

Exhaust: Stock Buick 215 manifolds, 2" dual exhaust. Gas tank was centered for clearance. Turbo mufflers installed in stock battery locations. (Battery relocated to trunk.)

Brakes: Jaguar MKII/150 rears (See Suspension Modifications) On front, MGA front spindles turned down to fit Jaguar MKII/150 rotors. Ford bearings. Custom fabricated caliper mounts. (This was difficult and cost approximately \$500.)

Tires/Wheels: 15" wire wheels from 1979 Cadillac Seville. Jaguar hubs were drilled for bolts. 205/50 EURO TA tires. (These were replaced by Dayton wheels in '93)

(Cont'd on page 19)

How Done -# 2 Cont'd

Suspension Modifications: Jaguar MKII/150 rear end unit with Panhard rod and torque bars

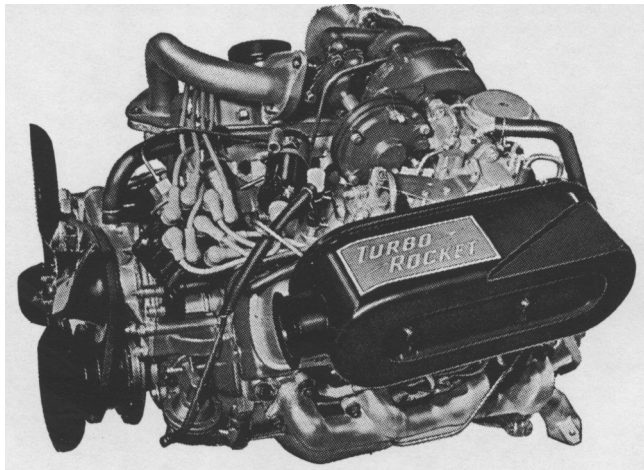
Cooling System: Stock MGA top and bottom tanks on late MGB core. Clutch fan from 1979 Ford Courier. (Still runs 180 -200F, a shroud will be installed shortly.)

Rear End: 1968 Jaguar 4.8 MKII/150 with 3.74:1 gearing, posi-traction, traction bars, and panhard rod. (This rear end did not require narrowing and fits an MGB well.) The Jaguar cantilevered spring mounts were removed and MG leaf spring mounts installed.

Steering: Early MGB steering rack, collapsable Oldsmobile Starfire steering column w/ tilt steering wheel. MGA tie rods shortened. (1975 or later steering rack would probably work better. as U-joint is farther up.)

Frame/Body Modifications: Firewall moved back 2" and replaced with steel sheet as were the floorboards. Lateral braces relocated. A depression added to front cross-member for oil pump clearance. Fenders flaired and molded to body and ground effects added. Trim on top of doors and behind seat was removed and smoothed. Custom seat back fabricated, moving the seating back 2". Removable fiberglass top painted red to match car.

Estimated Cost of Conversion: \$3500 (parts only)



From Hot Rod Magazine, 1962

"Turbo Juiced -Oldsmobile introduces the Jetfire, a compact F-85 coupe powered by a turbocharged version of the nifty, all-aluminum 3.5-liter V-8."

SOURCES FOR PARTS N' PIECES

- * NW Buick Performance
1333 Lincoln St. Suite 455
Bellingham, WA 98226
206-734-1392
Buick parts and engine specialists. Catalog has several pages of GM 215 engine parts and high performance accessories including stroker kits up to 300 cubic inches.
- * Dellow Automotive
37 Daisy Street Revesby 2212
Sydney Australia
0011-61-2-7743873
Manufacture a conversion kit to adapt the Rover V-8 to Toyota steel case or Supra 5 speed transmissions.
- * Doug Bromunshenkel
3858 Maxwell St.
Lexington, OH 44904
419-884-1221
10 - noon Mon - Thurs
215 4-barrel intake manifolds, Buick 300 cranks, misc. 215 parts. (No MGB info available. If you write, please include phone number.)

... MORE PARTS SOURCES...

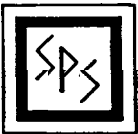
These sources of parts and information were sent in by Elliot Newcomb of Plainfield, NJ.

- * Terril Machine Inc.
Rte 2 Box 61
DeLeon Tx 76444
817-893-2610
- * Cars Inc.
Pearl St.
Neshanic, NJ 08853
908-369-3666
- * Buick Farm
4143 w. Hwy 166
Carrollton, GA 08085
404-214-0145
(Send \$3.00 and donor car's model & year for catalog)
- * Rovers North
Vermont
802-879-0032
- * Buick Parts Co.
North Carolina
919-476-1153
- * Kantor Auto Products
76 Monroe St.
Boonton, NJ 07005
800-526-1096
- * Car Products
Box 96-R
Paragonah, UT 84760
801-477-8213
- * Buick Specialist
P.O. Box 5368
Kent, WA 98064
206-852-0584

INFORMATION WANTED

"Information Wanted" is a column for subscribers to solicit information or advice about a particular MG V-6/V-8 question from the newsletter readership. If you have an answer to the question or know where it can be found, please send the info to the newsletter, it will be immediately forwarded on to the person who requested it. Most answers will also be published in the newsletter and the submitter acknowledged.

- * Is there a low cost method of converting the MGB differential to 3.07 or 3.3 gearing or another manufacturers rear end which could be easily installed? - Jim Stuart
- * Any info on adding anti-pollution equipment to a conversion - Richard Porter
- * Information about installing a panhard rod into an MGB - David Meyers
- * Installing a 5-speed transmission onto a Ford 2.8 litre V-6 - Fabrice Braunrot



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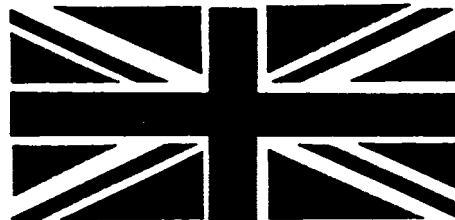
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M G V-8 ARTICLES

- * "Musclebound MG" 4 page/6 photo review of the
British Car Magazine MG RV8
August '93

- * "MGB V8" 3 page/9 photo review of an
Your Classic Magazine English 1977 MGB roadster to
February '93 Rover V-8.

- * "Growing Pains" 6 page/16 photo comprehensive run-
Classic and Sportscar down of the MGC and MGB V-8. In-
April '85 cludes a very nice cut-away draw-
ing of the stock MGB/GT V-8.

- * "Rumble B" 6 page/14 photo coverage of the
Classic and Sportscar build up of a MGB roadster V-8
February '93 using a Heritage bodyshell.

- * "Eight tracks" 5 page/11 photo comparison of the
Popular Classics original MGB V-8 to the new RV8
August '93

- * "The First Left on 1 page review of the MG Rv8
Memory Lane" Car and Driver
October '93

- * "MG RV8" 4 page review of the MG RV8
Sports Car International
November '93

- * "Chevy Small Block in 4 Pages/20 Photos detailing the
MG T-Series" installation of a 283 engine into
Chevy Engine Swapping- an MG TC
Tips & Techniques

Published by Brookland Books
Available from:
Motorbooks International
Osceola, WI 54020
800-826-6600

- * "An Owner's Tale 1 page. An English tale of life
Safety Fast with a purchased MGB V-8 conver-
October '93 sion

- * "V6 MGB" 1/3 page letter detailing the in-
British Car stallation of a 2.8 litre GM V-6
December '93 into a 1979 MGB

SELLER'S AND BUYER'S MARKETPLACE

Placing of "For Sale" and "Wanted" notices is free of charge to non-commercial subscribers. Notices will run for two issues unless the newsletter is notified either to discontinue or continue the notice.

For Sale

- * 1962 Buick Special 215 engine and stock automatic transmission. Approx 60,000 miles on engine. Has been stored for several years. Includes extra parts. \$600. Call Steve Chivington at Omni Specialties, Cleveland, OH 216-251-2269
- * Factory MG V-8 exhaust manifolds, need welding in the flange area (where the exhaust pipe meets the manifold). Unavailable in England. \$300 + UPS Glen Tarilton 503-370-9226
- * 1977 MGB w/ blueprinted and balanced Rover 3.8 litre V-8. 5-speed Rover transmission, modified transmission, Minilite replica wheels. Former California car. Leather interior. Rebuilt by John Twist. 39m original miles, 6m since conversion. Call Thom Hoagland 517-486-4007 (MI)
- * 1968 MGC 6 cylinder engine w/ automatic transmission. Stored 11 years. Engine cranks but needs rings. \$100 + shipping. Jack Allen 904-677-7431 (FL)
- * 215/3.5 liter exhaust header flange kits. Eight individual flanges which bolt directly to the block. \$48.00/kit Hydromotive Engineering 216-543-2630 (See ad page 24)
- * 1961 Buick Aluminum 215 V8, complete rebuild, sleeved, adapter for 350/400 turbo. Mild cam (idles well), stock bottom end. Holley 4bbl. Make offer. Mike Burke P.O. Box 592, Goshen Indiana 46527 219-533-6863

Wanted

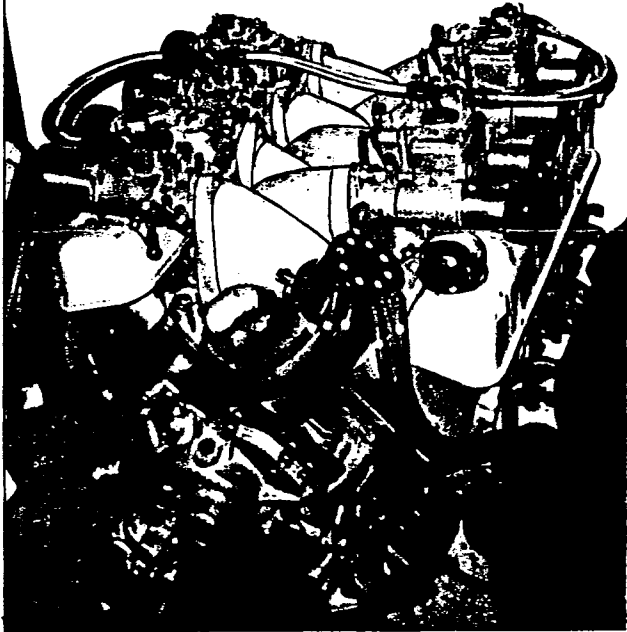
- * Air conditioning parts for MGB, mainly looking for dash parts. Condensor and compressor not important - Glen Tarilton 503-370-9226

MG V-8 Registrar

Kurt Schley, editor of the newsletter, has recently been named the MG V-8 Registrar for the North American MGB Registrar (NAMGBR). This will afford Kurt more contact with MG V-8 enthusiasts across the U.S. and Canada, thus bringing more information into the newsletter. The NAMGBR national get-together this year is in Washington D.C. the weekend of June 24th. For more details contact NAMGBR at 1-800-NAMGBR-1.

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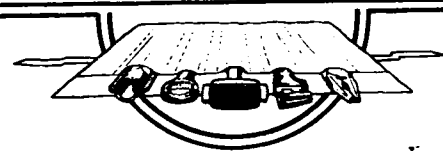
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