

Paul Shepard: Participate in some type of Concours activities.
Ed Note: Thank you for the pictures of your 68B. Hopefully we can print a picture of it in the next newsletter.

Mike Silverman: I would like to correspond with other owners to talk about the cars along with any interesting experiences with it. Once my lower A arm assembly broke on the entrance ramp to a highway, another time my dash burnt out because the engine wasn't grounded. I went through three starters, brakes, tranny, master cylinder and leaf springs. Some people wonder why, with all of the problems I had with my "B", why I kept it. They just didn't know, and I couldn't explain it to them, no matter how much I tried. Guess if they knew the feeling of the car, they would own one themselves. By the way, Road and Track did a used car classic story on the 62-67 "B"'s in the Sept. '75 issue.

Thomas Solone: Rallies and upkeep clinics.

Arthur Spindler: Grill badge or car shield. Ed. Note: One should be ready soon.

Stanley Skebe: Set up a regional level (i.e. Northern Ohio) as well as a national event. Two each year would insure greater participation.

Kenneth Thompson: Publish a list of garages as submitted by members as part of your travel service. You could include it in the newsletter.

John Wittwer: Time trials, rallies, club trips, swap meets and club gatherings at SCAA nationals with an MGB corral.

UPKEEP AND PERFORMANCE HINTS

The following member have contributed various upkeep hints during the past few months.

Ron King For owners of early models . . . Remove all original carpeting and rubber mats (including beneath seats), wire-brush and paint deck and replace mats with new material where required. This simple procedure will prevent deterioration due to moisture.

Warren Beane Mr. Beane reports on some J.C. Whitney products. Cleaners and air filters are reliable and inexpensive -- indash AM radio \$34 -- fits and plays well -- free flow exhaust complete from front of head pipe back -- sounds aggressive -- guaranteed for life. ST#21-2316T. Ed. Note: I've just purchased the Free Flow from J.C. Whitney and am also well satisfied. I have discarded my stock exhaust manifold and Y pipe and purchased chrome headers as well -- ST #21-2419N for \$34.95. When using the headers, I found it necessary to buy an additional 2" x 18" "collector" so as to have it meet the front of the Free Flow. The final sound of the engine made it all worthwhile.

David Lewis "My most rewarding "D.I.Y." effort has been the installation of Koni shocks on the rear. They improved touring stability and the ability of the car to manage ill-repaired city streets without bottoming to an amazing extent."

David Lewis (cont'd.) Ed. Note: We have recently used the Koni shocks for the rear of our B's and, like yourself, found it rewarding. We were pleased with the construction of both the adaptor mounts and the shocks themselves. Removal and installation takes about 3 hours, using only a 3/8" socket set (although a hydraulic floor jack comes in handy). The only problem was that the exhaust pipe hit the lower shock mount on the down-stroke. A 5 lb. persuader alleviated the problem. The shocks may be ordered thru Universal Imports, 14622 Southlawn Lane, Rockville, Maryland 20850, (301) 762-7500. Toll free number (800) 638-2664. The purchase price is approximately \$80.00

Steve Mundy I stopped the "infamous MG crack" in the passenger door by drilling and then plugging with a small rubber stopper. Although I've maintained my B's above the requirements (oil 2,000 mi.), tune-up 10,000, I've found my 74B to be less reliable than my 64. I have replaced three water pumps (22,000 mi.), one fuel pump at (4,000 mi.), a complete set of Dunlops in less than 1,000 miles because of factory defects. Recently I have had no problems and enjoy the B greatly.

Paul Shepard "Perhaps the best hint I may have is the installation of 70 series radials on my wire wheels. Over a year ago, I decided to try 185-70 Pirelli CN-54 tires on the 4 1/2" wires. To the surprise of the dealership and myself, they fitted without modification or clearance problems. I have driven on them for about 20,000 miles and have had no difficulties."

Richard Whittington The following are a few suggestions on using an older model transmission with a newer engine (1968 and on).

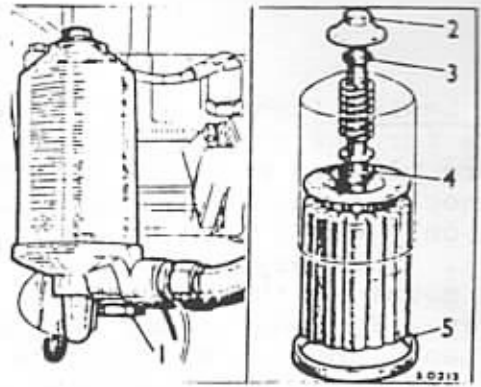
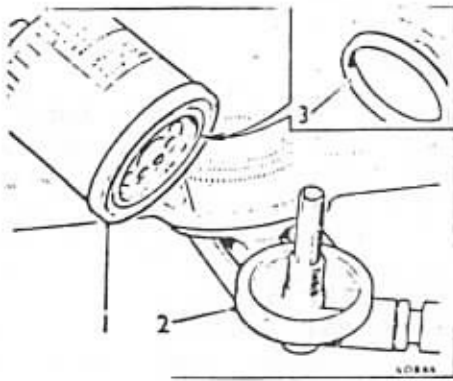
1. Use the older bell housing so that the older model transmission will bolt to it.
2. You must change the backing plate on the engine to the older model backing plate so the bell housing will bolt to the engine.
3. It is necessary to use the large flywheel from the older model engine. The engine must be of the 5 main bearing type.
4. Without saying, it is important to use the older model starter for this conversion. (The type where the solenoid bolts to the firewall).

Maybe everyone knows how to do this conversion already. When I did it, it was all trial and error. I couldn't find anyone able to give me much information on the subject.

Mike O'Connor Strap batteries down with elastic straps to keep them from shifting around. Metal straps and braces are dangerous when they loosen, as they can short out the batteries. It happened to me!!

Gerald S. Kolenda I might mention that those who own 1970 and on "B's" can use spin-on oil filters made by major American manufacturers. I've used Purolator (Per-17), Fram, STP and Lee (LF-16) filters in my "B". I prefer to use these because they are easily available, less expensive and of better quality than the English filters. I've often picked up Lee and STP filters on sale for \$2.00 at local department stores.

A word of caution about the above: I once met the owner of a late 1973 MGB whose engine would not accept the filter my 1971 used because the mounting point had been changed. Your engine can use the above mentioned filters if its mounting point is the same as the one shown in Figure. (Figure appears on the following page.)



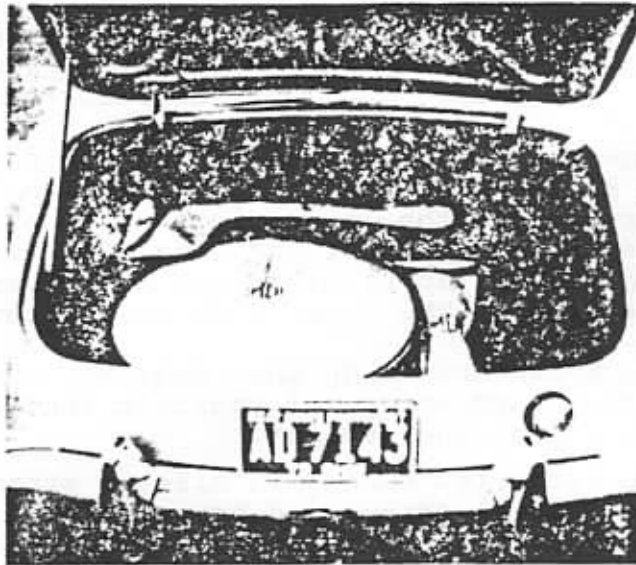
Refer to description of above figures on previous page.

Mike Giossi Stock GT front sway bar is heavier than stock roadster bar -- GT wheels are wider by 1/2" than roadster wheels -- For extra power - try either MGC or Healy 3000 carburetors. They mount up easily but manifold would need to be tapered by a machine shop. These are excellent carburetors for the B.

Tony Franco I do not suggest use of a rear sway bar when trying to beat the B's slightly over-steer problem. The R.S. bar seems to cause some driver to join "The Wheels Up Club".

Remove air pump for extra performance and smoothness -- but do it right! Consult a professional.

Craig Peck Sends this and other pictures of his immaculate '73 roadster.



Craig's improvement include S.E.V. Marchal Ampilux System, Talbot Racing Mirrors and removal of the air pump. He also installed carpet in the trunk and naugahyde covers for the spare tyre -- jack, bar boot and tonneau -- see Pinto -- Future plans include -- tyres, brown fabric boot and tonneau, trunk lid liner of English velvet and Irish linen, cocoa mats, scheel seats and a walnut console.

We hope to print more pictures of this machine in a future newsletter.

