

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).

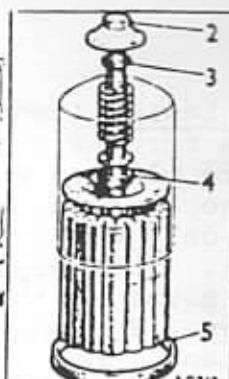
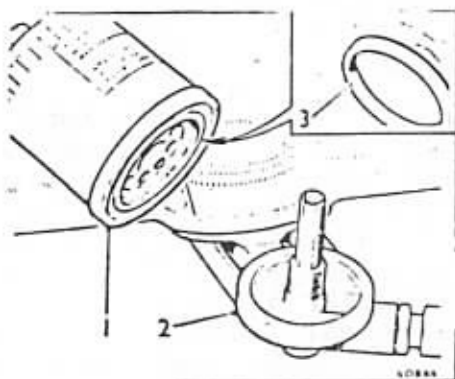
1. Use the older bell housing so that the older model transmission will bolt to it.
2. You must change the backing plate on the engine to the older model backing plate so the bell housing will bolt to the engine.
3. It is necessary to use the large flywheel from the older model engine. The engine must 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.)



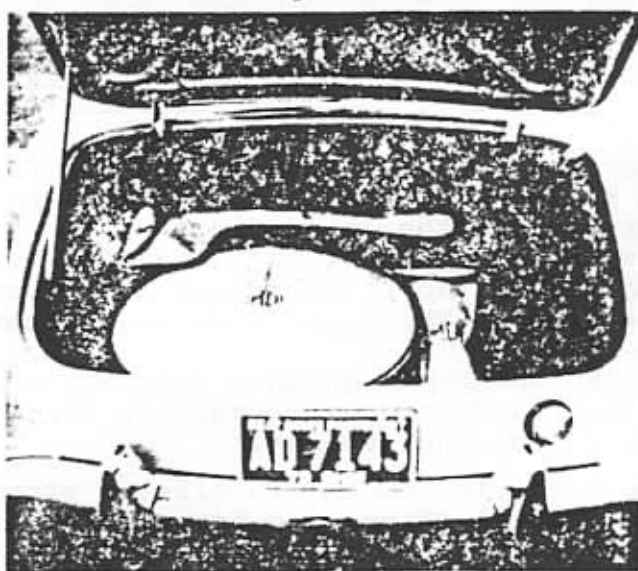
Refer to description of above figures on previous page.

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.

QUESTIONS & ANSWERS

Alan Baumbach

Q: How can I check transmission fluid without removing the console? Where can I find the original factory color brochure for '71 B's?

A: Life the carpet flaps located behind your radio. Pry off rubber cap and then get someone with small fingers to remove the transmission dip stick. Oil (30W) can be added if necessary thru a 1/2" flexible hose. Standard transmission funnels don't work.

The original factory color brochure can be obtained thru the dealer. If your dealer can't obtain it, write back - we'll get you one.

John Cook

Q: I want to know how to air condition my MGB. (It's hot in Houston.)

A: We don't know of any suitable air conditioner for either the roadster or GT model. Your dealer is the person to contact.

David Lewis

Q: My current problem seems to be squeaks from my brakes. I would also be interested in people's experiences with breakerless ignition systems.

A: Check drums & rotors for warping, cracks and dust. Also check shoes for glazing.

We are waiting to hear from members with breakerless ignition systems experiences.

Steve Mundy

Q: What are the best tires, exhaust systems, auxlights and other accessories?

A: We will have to wait for other members to write in with reports on various equipment tested. Note our comments in Upkeep & Performance Hints column on shocks and free flow exhaust systems.

Tom Sherna

Q: When I really wind my car thru the gears, the floats seem to stick, which pushes the gas back out thru the air vent pipe of the "running on" valve. A couple of whacks with a rubber hammer on the dome of the carb usually solves the problem.

A: Sounds like the piston or needle is getting hung up either from alignment or dirty carbs, but I'm no expert. Try removing air cleaners and check piston movement as per carb tuning in a repair manual.

Thomas Solone

Q: Any info on best exhaust system, fog lights & anti-sway bars?

A: See Performance & Tips.

HAVE YOU TAKEN IT'S TEMPERATURE LATELY? Cont'd

Change the factory equiped 7lb. radiator cap to a 12lb. or even 15lb.

Replace the 180° thermostat to one that will open sooner (i.e. 150° or 165°). You may also purchase a sleeve which is open at all times.

All of these solutions to summer overheating problems will help create problems when trying to get more engine heat in the winter. In areas where there are extreme variations in temperature, it might be advantageous to have seperate cooling system components for both summer and winter use.

Keep it cool!

Rick Horan

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UPKEEP & PERFORMANCE HINTS

The following members have contributed various upkeep hints during the past few months:

Jim Click Trico Aftermarket windshield washer pump as replacement for stock pump. For front end alignment, beware of the dishonest shop. Only the toe-in can be adjusted and many shops won't work on MG's. Three shops told me that my caster and camber were off. Estimates ran from \$150 to \$225 and covered everything from shimming the springs to bending the body. I finally found a service station with a Hunter computerized rack where I could see the work being done for myself. Result, caster and camber were OK; toe-in was way off. The charge to adjust - \$10. Regarding tires, my '74 came with 155 x 14's on 5" rims. They were shot at 17,000 miles. I didn't know what size to replace with, but finally decided on 175 x 14's. These are used on MGBV8's in England, as are the 5" rims. The combination is ideal for normal driving. They look good, ride and steer well and give more than 1 1/2" of additional road clearance. Other owners might need lower profile tires for their kind of driving, but I find these great for regular use. By the way, I bought Dunlop SP4's & am very pleased with the ride and behavior under all conditions. Don't know how they'll wear, but came with a written 40,000 warranty. Doing a little shopping around, found them for about \$37 although the list was \$66. Best tip I can think of - the first things we learn with a British car, then forget when we get another, is to carry spare radiator hoses and fan belts. They all go sooner or later, and on an MG it's usually sooner. And the spares won't do much good without a couple screwdrivers and wrenches in the trunk, too. About the oil cooler, my owners manual doesn't say a word about covering the cooler in cold weather. MG's run hot when it's hot and cold when it's cold, so the cooler must be covered. Leyland used to have a factory cover, but I have't been able to locate one. Better yet, most foreign car accessory stores can supply a thermostatic oil control for less than \$20 - a good investment.

Tom Lowe A note on Trans filling, I've found that a coat hanger bent into a "J" hook will jerk the plug out with no spilled blood. Also a 1/2" neoprene, clear, tubing with a funnel in the end is the best filling method if you can't use a pump, as gas stations/dealers can, but it is "50 wt. S-L-O-W" even when warm.

UPKEEP AND PERFORMANCE HINTS cont'd

Stanley Skebe I would like to warn the owners of pre-'68 B's whose fascia's are painted in wrinkle flat black, not to use car wax near it, as some waxes cannot be removed. I found this to be the case about a month ago while waxing the chrome control knobs and dial dishes. I inadvertently got wax on the fascia, and on trying to remove it, found that it would not come off. This left the panel with ugly white splotch (I later found out that tar remover cleans it up.)

Thomas Pugh An inexpensive anti-theft device. It consists of a toggle switch & a length of wire. All you do is put an on/off switch on the fuel pump relay & hide it away somewhere. The would-be thief will go a couple of blocks & that's about it. I also plan to put an electrical cut-off switch on the car. Very simple & very effective. I improved the appearance of the interior (personal opinion) by removing that ugly piece of vinyl around the gearshift lever. Underneath that ugly little bit can be found a rubber gizmo, (accordion sleeve). To remove: 1. remove gearshift knob (throw it away and replace it with a big wooden or leather one). 2. unscrew 4 retaining screws on gaiter ring. 3. pull the ugly little bit off. 4. rescrew gaiter ring & replace shift knob (your choice), and presto, instant improvement. My MGB is a latter '74 model & thus came with those "big black bumper blocks", (say that 5 times fast). Those 4 blocks were gone within 1 week & replaced with the regular chrome & rubber inset bumperettes or bumperguards.

Joe Green Datsun 1300 pickup (1969 & before) has the same rocker arm assembly as MGB. Quality of Datsun parts is excellent & considerably less expensive.

Ex. MGB Dealer	1 - rocker arm	\$12.50
Datsun	1 - rocker arm	2.80
MGB Dealer	1 - rocker arm shaft	42.00
Datsun	1 - rocker arm shaft	5.32

I recently purchased the above for my MGB & at the above savings. Hope this will help some other MGB owners. Those prices were here in Atlanta & I'm sure there will be some variation throughout the country but price should be about the same.

Art Spindler For what it is worth, I have a tip for extending the service life of most lever action shock absorbers. In cases where the shock is just soft (worn seals) and not damaged or leaking profusely, many extra miles of service and usually be obtained by removing the shock from the car and draining out as much fluid as you can. Refill it with high viscosity racing fluid. The shock should be cycled for several minutes on the bench to expell all the air in the system (topping it up with additional fluid). I have been using PAECO fluid available from: PAECO, Inc.

213 S. 21st St.
Birmingham, Ala.

It comes in 3 grades: Grade A - med. viscosity, Grade B - heavy viscosity, & Grade C - X-heavy viscosity, all @ \$3.50 per pint plus \$1.00 handling per order. I have been using Grade B with considerable success.



"It rejected the carburetor transplant."

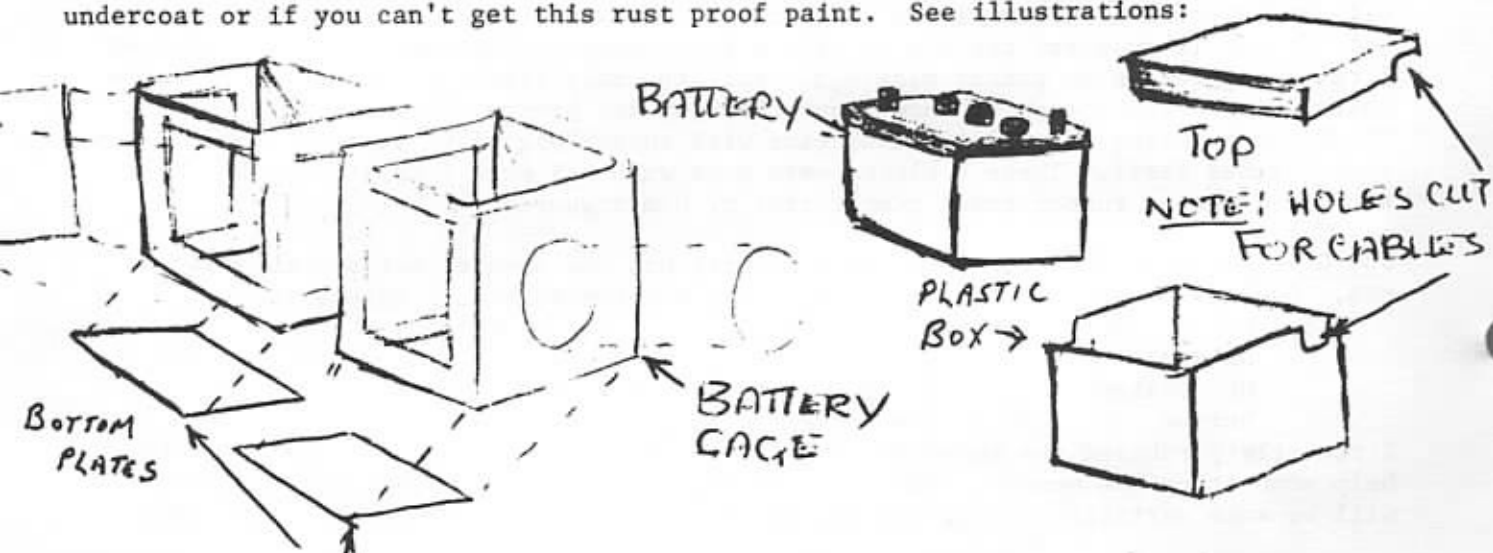
(courtesy of
"Autoweek")

UPKEEP AND PERFORMANCE HINTS cont'd

Jeff Lynch I found I could buy 2 front shock absorbers from J. C. Whitney for a few dollars more then I could buy one shock from my local dealer.

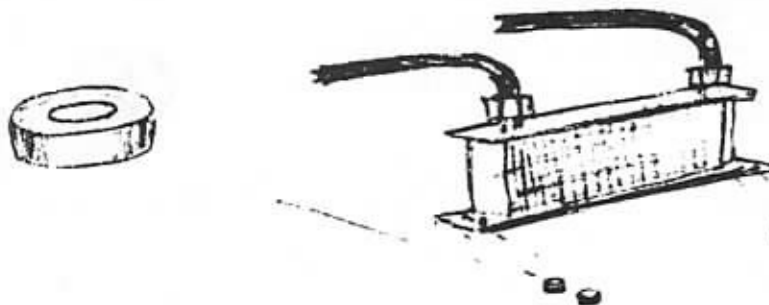
Ron Keast Since I've owned MGB's for 8 1/2 yrs., I have alot of helpful tips hidden away so here are a couple:

One of the most vonourable places in the MGB's to road salt, water dirt, etc., is the batteries and battery cages. I had a battery cage brake away from the '63 MGB which I owned along time ago and one battery fell out and dragged on the road until it disintagrated. I was doing 60 m.p.h. at the time. First, I removed the batteries completely and scrapped all rust & dirt from the cages. Next with a wire brush on a drill; electric or air clean the cages all off. Once they are perfectly clean you can do 2 things, either enclose the cages with 22 guage tin by brazing plates to the sides of the battery cages & the bottom or: install the batteries in plastic containers and set them into the cages. Either way, it is important to spray the cages with undercoat or if you can't get this rust proof paint. See illustrations:



Important Note: Always check electrolyte level at least once a month and use distilled water, this will help prolong the life of your batteries.

Here's a tip on eliminating vibrations to the oil cooler. Vibrations up front can cause an oil cooler to leak. This is frustrating, the cure is simple: Remove the 4 screws or bolts whichever that mount your engine oil cooler to the front engine compartment floor and move to one side. Get 4 rubber washers (not to hard and at least 1/4" thick. Glue them over the holes that mount your oil cooler. Next obtain the same size bolts or screws for mounting the oil cooler only 1/4" longer. Mount the oil cooler on these rubber washers.



UPKEEP AND PERFORMANCE HINTS cont'd

Pete Cosmidas Bring your new B up to pre-'74 specs, fiberglass bumpers, engine modifications, recoil springs front & back, & more. Write for information to:
Lee Mueller, Mueller Fabricators, 10872 Stanford, Lynwood, Calif. 90262



"Well, we're starting a brand-new season...
new number, new crew, new sponsor
and the same crummy car."

AUTOWEEK



(cartoon courtesy of "Autoweek")

FROM THE EDITORS' DESK

- * Current members should have received (1) membership card, (2) decal, & (3) 2 newsletters. Please allow us 1 month in sending out any items or literature you order (i.e. tee shirts, grill badges, etc.) Please bring any possible oversight to our attention after the 30 day period.
- * In this issue you will notice the associations new logo. We'd be interested in your comments.
- * As you have probably noticed we have combined the "Members speak out" column with "Meet the members". This was done to conserve valuable space and avoid needless duplication of names. Comments from members introduced in a previous newsletter will be listed in "letters to the editor".
- * Please make our job easier and categorize all your comments and suggestions according to which column you would like to see them appear. All pictures must be black & white.
- * At this time we would like to apologize for the lateness of this issue. Both of us have been heavily involved with personal business which should start demanding less of our time. To kind of catch up this newsletter has been designated as the Spring-Summer 1976 issue. No, your not getting rooked. This year will still contain a fall and winter letter as well.
- * We would like to thank all those members who sent us discriptions of their cars. Unfortunately, we seem to run out of space quite easily so it's impossible to share all of your improvements and modifications with the general membership.

QUESTIONS & ANSWERS

Bobs Corner

Q: Electronic Ignition?

A: No preferences - but electronic ignitions are not really needed on the "B". As the stock ignition system is usually quite sufficient. However if your really serious about high RPM's (not that the stock ignition can not take it), We recommend a Mallory or Lucas Sport Coil (more volts) and competition points. If you feel you must replace the points, the allison trigger unit & delta discharge unit are recommended.

Q: Giossi suggested C or Healy 3000 carbs. How do these compare to Zenity Stromberg? What can I do to help performance with the Strombergs?

A: There is some spare power being used by the emission control system. However, it is illegal to remove it. If you want to continue, you could pick up some pre-75 S.U. carbs & manifold. The changeover would undoubtedly call for some semi-complicated surgery, as you would need a place for all those wires & hoses! Good Luck - If you wanted to go first class, try a Webber Conversion Kit.

Q: Which carb adjustment equipment to Buy?

- Duel purpose sync & mixture setter for \$10.
- Carb Sync & adjusting tool set \$5.50
- Uni Sync \$13.00

Which is best buy?

A: Uni Sync \$13.00 and S.U. Tool kit - \$6.00

Q: Can anyone help me locate a pair of headlamp cowls? My dealer claims they are no longer available! How can I recondition rusty wire wheels?

A: Sorry - no reference on headlamp cowls - however, if you come across some - let us know! About those wire wheels - if you really want them done right - send them out to a commercial refinisher. A Cadmium plating is recommended for the best durability, although if you really want them looking good - nothing replaces chrome!

Q: A sports car shop here in Detroit rebuilds "B" front shocks for \$30 each with a 90 day warranty. What is your opinion of rebuilding shocks?

A: We're in no position to question the reputation of the shop. However, if they're using seal expanding fork oil to seal the shocks - it should clear the 90 day guarantee. If they do a decent rebuilding job you could try them or why not just go through J.C. Whitney for a few bucks more, and deep six your old shocks.

Q: In installing new oil filter cartridges, (67B), 2 rubber "O" rings are included with the cartridge by the mfg. The wider and larger diameter of the 2 fits between the bolt on canister and the oil cooler return flange to seal, But what is the other "O" ring for? It is slightly smaller diameter, and I can't see where else to put it?

A: You really left yourself wide open. But, seriously, the smaller of the two fits the oil filter mounting bracket where it connects to the block, which really doesn't need to be changed.

QUESTIONS & ANSWERS cont'd

Q: Parts dealers in this area say that Castrol "shock oil" (oil for the hydraulic dampers) is no longer imported, and hence cannot be gotten in the states. Alternatives included 20W oil & motorcycle fork fluid. Do you know of any commercially available product besides these which is specifically applicable to replace shockoil?

A: Don't use 20W oil - No mineral base oils at all - They chew up the seals. The oil must be a vegetable base. Castrol Motorcycle fork fluid is recommended and even better is Castrol Seal/expanding fork oil which keeps the shocks from leaking.

Q: Concerning Gerald Srokenda's remark about oil filters: I have one of those late 73's that won't accept an American filter. In fact it won't accept the filter the MG dealer tries to sell me. All I can get to fit is the MG midget filter. Does anyone else have this problem, if so has he found another solution?

A: Try going to the rear of the car - does it read MGB? Seriously, we haven't heard from anyone with that problem.

Q: Concerning Tony Franco's advice to remove the air pump - but do it right - how about an article giving detailed instructions on how to remove the air pump correctly?

A: Im sure you are aware of the Federal Laws which prohibit the removal of anti-pollution devices. This also prevents & places us in jeopardy for recommending any such modifications. However, for off road use only, you could take the following steps for the air pump removal. We assume no responsibility for the outcome of your operations. Especially '75 models.

1. Disconnect pump - remove belt - and plug all related hoses after removing Gulf valve.
2. Use Metric plugs (or we've found flywheel bolts to surface) to plug the 4 air injection holes in the head.
3. Remove carb's - disassemble - and remove the butterfly. The sprind loaded breather valve on the butterfly must be soldered shut for the engine to work (careful not to get a bead on the edge) efficiently with no air pump. The engine will otherwise run too lean.
4. Make final adjustments to pre-pollution spec's - check timing.

Q: I own a 75 B & it bugs me to no end - the raising of the suspension! I'm also interested in putting a little more pep into the car and I'm in the process of looking for wider tires. But, I don't know how wide I can go using my stock 5 1/2" wide wheels.

A: For the carb - try webbers as mentioned previously. 135 x 70 14's should be wide enough without flaring fenders (at pre '75 height). CN 36 Pirrelli's or A401 Semperits are recommended.

Q: Any info on winter storage. Quebec winters are murder on B's (or any car for that matter). The steps I take now are as follows:

1. Block it.
2. Remove batteries.
3. Oil in each cylinder.
4. Oil or wax the disc's to prevent rust.

QUESTIONS & ANSWERS cont'd

5. Check anti-freeze.

6. Put in new oil.

Have I made any huge emissions? I have done this for 2 winters now with excellent results. In the Spring I just hook up the batteries, clean the plugs, and turn her over, she starts with no problem as soon as the fuel gets around.

A: In the Spring it might be a good idea to remove the blocks as well! Really - what more could you want? Why not take the car down to Florida for the winter?

Q: I have a curious failure prone and expensive "Y" lower radiator hose. Why indeed? A friend with a 71 B has a cast iron fitting instead of the all rubber hose. Is this factory part # still available.

A: We see no reason the new hoses should be giving you so much trouble. However check other dealers in the area for that cast iron fitting or you might be better off (price wise) looking for one in a "Used parts" yard. It is a factory part - Sorry we haven't the part number.

Q: What advantage (mph & mpg) can one expect from air pump removal. A friend wants to know if a Triumph club exists.

A: Triumph? Anyway, with air pump removal - a little worse gas mileage, a little more power.

We're sorry that all questions submitted could not be printed as we received more than there is space for.



From Mike Barratt

"... You will appreciate that we are at the height of the racing preparation season, and it is difficult to devote time to preparing articles for magazines, however, if any of your members have specific queries concerning competition preparation of their vehicles, they are quite welcome to call me during business hours and I will endeavor to be of assistance to them."



If you're in Norman, Okla., it's illegal to operate any vehicle while reading a comic book. New York ordinances forbid sun bathing in the streets or reading while walking on the sidewalk. Massachusetts law says not to shave while driving. In Idaho Falls, Idaho, the law is clear that no person (male or female) over the age of 88 is to ride a motorcycle anywhere within the city limits!

UPKEEP & PERFORMANCE HINTS

The following members have contributed various upkeep hints during the past few months:

William Gardiner

* "Posi-Cool" Radiator cooling fan kit is just the ticket for 1974 thru current MGB owners. In heavy traffic, just switch on the two (2) electric fans and the radiator stays cool! Available from J. C. Whitney for \$27.98 -- Stock #75-2986Y.

** Also Cibie Quartz Iodine Headlamps made a tremendous difference in night time visibility. I installed Tiger 500 ST C. D. Ignition; it's great. However, the tach wiring has to be changed with a diode and resistor to modify the circuit.

Thomas Schmidt

* Later model dash will fit on '68 - '72 MGB's. Fresh air outlets make a nice place for radio, CB, etc. Speaking of radios, it's not a good idea to put speakers in the door panels. Water can damage them!

** Take out all the carpeting and lay a sheet of plastic, (make sure there are no holes), on the floor. Bring the sides up a couple of inches and glue it down that way. Even if there is water, none will rust the floor panels.

*** Coolaire Mfg., Inc., 10400 S.W. 187th Street, Miami, FL 33157 makes an air conditioner for the "B".

Vito Polera

* The wax I use is called Golden Eagle. For people in the New York - New Jersey area, it is distributed by Walters Auto Body in Bayonne, NJ, who does excellent body and paint work. I highly recommend the wax for all MGB owners.

Wes Miller

* I read the article by Art Spindler about shocks and here is what I tried, with success: Remove the shock, drain it, and take out the valve by loosening up the large nut at the bottom of the shock. Drain the cylinders by working the shock arm up and down to get all that old fluid out. Refill the valve area and work the arm up and down to get the air bubbles out. Close the valve and fill the reservoir. Check the shock action by working the arm again and listen for air bubbles - You may have missed some. If you hear any bubbles do the valve trick again and fill to the top. Let the valve push some of the fluid out when it is replaced. This assures that no air gets into the uppermost cylinder.

Now for the fluid, I agree with Art on the Paeco Fluids. I would like to warn those stiff shock fans that Grade "C" is rock hard and strictly for racing. Grade "B" is stiffer than stock, and I like it in my '69 GT. Grade "A", I believe, is a little stiffer than stock and would probably be more suited to touring. Of course, there is another alternative when stiffening the old shocks -- Take the valves out of the front shocks, put them in the rear shocks and buy competition valves for the front. I believe you can get competition valves from Bap Geon, or of course, British Leyland.

No offense Art, I just wanted to add my enthusiastic two cents worth. Good riding to ya!!

Jim Hurley

* Concerning the S. U. Fuel Pump; during the winter I went through two (2) of them and swore I would not replace with an S. U. Unit again. An A. C. pump wasn't much better and I had to cut off the banjo fittings to install it, but I

was stuck, and it had to be done. As it turned out, I found a superior unit, the "Carter", which has performed admirably. Again, I must caution that this set up is not compatible with those damn banjo plugs, and reconverting to a S. U. at a later date, (which I'm not going to attempt), would be an added expense, as the banjo fitting has to be cut from one of the fuel lines. Replacing it would entail buying one with a flexible hose similar to the one on the fuel deliveryline.

** Are you aware of: Zelenda Machine and Tools Corp.
66-02 Austin Street
Forest Hills, NY 11374

They carry many special service tools, (that don't come cheap), and will send a catalog, price list, and order blanks... Gratis. I purchased an oil filter wrench made for the relatively cramped quarters you have to deal with and a brake drum adjusting tool. The two (2) cost about \$11.00 and have convinced me that using the right tool for the job can make things go a lot smoother.

*** I replaced the top via J. C. Whitney and am satisfied with the quality of the replacement, considering the relative cost.

**** My carpets came from "Automat" in Hickville for \$87.27, and installation is trickier than it looks and can be very tough on the carpets themselves. They were supposed to be cut to factory blue prints, but no allowances were made for seat belt securing bolts, and attempting to cut them myself was a bad mistake, as it makes runs in the nylon pile.

Jeff Lynch

* To convert to a better battery terminal clamp, simply beat the stock clamp, (has a screw in the center), with a hammer until the pieces fall off the cable. If a torch is available, it is a little easier and neater to melt the lead just enough till you can pull them off with pliers. When using this method, be careful not to burn the insulation on the cable. I would recommend that the old clamps are not cut off, as that extra inch is quite valuable, especially when installing new batteries. The new bolt on terminal clamps may be purchased at all auto parts stores or through J. C. Whitney -- Stock #16-0225N, at 49 cents each.

Rusty Love, III

* A few hints on desmogging '68 - '74 B's:

- 1) Use 1/8 pipe plugs in the head. These have the same thread (3/8 X 24), but are tapered to jam in; they won't fall out or leak.
- 2) Use a short 5/16 X 24 bolt to replace the nipple for the gulp valve vacuum line.
- 3) Remove the elbow in the centre of the manifold, tap and plug with 1/4 pipe plug.
- 4) Set the timing to the same recommended setting as standard.
- 5) On '72 - '74 Models, use carb needle AAL from '69 - '70 units. Or change to fixed needle carbs, especially if the compression ratio has been raised.
- 6) After soldering the valve on the throttle plate, remove and lightly face off the stem to improve air flow in this area.
- 7) '75 and up Single-carb Models may be handled as follows: Cut exhaust pipe

for the gearbox, remove air cleaner, loosen manifold nuts, grasp combined manifold assembly in both hands, pulling over and up, turn, place manifold, carburetter, headpipe, etc. in nearest Dempster Dumpster or other suitable container, replace with earlier type units. (Note: the early air cleaners will not clear the master cylinder. Pancake filters must be used.)

****A Few Notes on the 18V Engine:**

Believe it or not, the '72 and up low-compression no-horse 18V engine is one helluva machine, with a few minor modifications. The intake valves are huge, as are the ports; the head casting is incredibly smooth; the valve train is lighter; the block is stronger; the rods are better; the pistons make nice soup bowls. There is the problem -- The 18V head has 37cc combustion chambers with a better shape than the earlier 43cc heads. First, replace the pistons with those for the '71 engine. J. C. Whitney, (here we go again), lists pistons for '72 BGT's, which are Hepolites and do the job nicely. The compression ratio will be 9.75:1, which is plenty for the street. Some later units use a single row timing chain, which is best replaced with the earlier duplex chain. Of course, you need the the duplex chain wheels, too. When reassembling, torque the rod nuts to no more than 40lb.ft. It is a good idea to have the crank and rods magnafluxed and shotpeered, and a good balance job is well worth the money. With early type carbs, headers, a good exhaust system, this engine gives 105-108BHP, and can get 33-40mpg at Federal speeds. Try it, you'll like it!

Steve and Jan Mundy

* I have just added a teflon coating to my engine, and it seems only marginally beneficial, (better mileage, smoother running), because it cost \$20.00 for one permanent application. Anyone interested can contact me for details. Also, I have bought super-sprints--a big improvement over Dunlop CB-73's for everyday use.

** Oil cooler cover is part #C-AHT 181. I got this information out of the British Leyland Special Tuning Manual, (good reading)

*** Here is something everyone should check --- Along the edge of the windshield, where the vent wing meets, there is a rubber strip the same height as the windshield. There should be 1/4" rubber tubing inserted in a slot in the top of this strip. In my car there was the 1/4" tubing on the passenger side, but not on the driver's side, where my '74 B leaks. Is this part absent on all B's? (Ed. Note: it should be on both sides)

**** One last thing --- Cowels for the headlamps are available through B. L. Part #C-AJJ 3307, hardware and instructions are included.

Richard Hogan

Hints and comments concerning Newsletter #2---

* For those of you on a limited budget, a MGC-GT Anti-sway Bar up front is an excellent replacement for stock bar.

** NOTE FOR MR. CLICK: The MGB-GT V8's have 15" diameter wheels just like a MGC.

*** On cooling problems, you neglected to mention to go to a competition radiator and fan. This is a Joe Huffaker suggestion in his Competition Manual for MGB. The radiator has more fins to increase cooling and the competition fan has more blades. It does require an adapter. Together, they cost about \$28.00.

**** You shouldn't kid Mr. Spokenda on his problem with his oil filter and filter head. My '74 B came the same way. I pointed out the problem to the dealer, and he installed a new filter head that is in the correct position as shown in my manual. I must say that Fram does manufacture two (2) different oil filters for a '74 MGB. (Ed. Note: we will double)

***** Chrome wire wheels were last optional in '70. Not only are they hard to

purchase, but they have increased from \$150.00 in '70 for 5 wheels to over \$500.00 now. I paint my wires every year, just like the manual states, and they stay looking good all year round.

*****This is where you really blew it! Metric Plugs?? Use a 7/16" fine thread bolt, (1/2" long) that can be purchased in any hardware store. Use this same bolt to plug up the air injection holes on the Midget also. Also, instead of removing the carbs and disassembling and soldering, buy a Dyno-Tune Kit for a '69, '70-'73 MGB, (spring-loaded style), from J. C. Whitney. It provides two (2) distributor springs and two (2) needles to richen up the mixture, as well as timing settings and easy instructions. Much easier than dismantling S. U. Carbs. Skinners Union Carburettors, especially horizontal integral flow, (H. I.F.) carbs must be totally understood before disassembling.

*****You should have told the friend who had the problems with the lower radiator hose on late MGB's to wrap the hose up with black electrical tape. Especially around the vulcanizes area. I had this problem with the original hose at the 6300 mile mark. I replaced it with another O.E.P. and have never had a problem since. This is another Joe Huffaker suggestion!

Ron Keast

* Here's a tip if your "B" has emission controls on the engine: Leave them alone; don't change the timing or you'll have problems.

** If you re-arc your leaf springs on the rear to slightly raise the back of your car, then don't forget to re-aim your headlights. They will be pointing down to the road after you raise the back.

*** If you want to raise the front end, DON'T use spacers in between the coil springs. This will damage them. Use a coil spring saddle insert or fit with '76 coils. Re-check the front end alignment.

John Lowther

* As far as electronic ignition systems go, the Per-Lux Ignitor model advertised on P. 7 of the August 1975 Motor Trend seems interesting. This is a magnetic-pulse unit, which, according to the ad, will fit four-cylinder engines and, neatly enough, is completely enclosed by the distributor cap, thus eliminating the need for a separate control box. (Detailed info on this unit is available from Per-Lux, 804 East Edna Place, Covina, CA 91723.) If anyone can furnish a "consumer report" on the Per-Lux Ignitor, I would appreciate their advice.

** I find that the synchronization of the carbs can be most effectively accomplished with a Uni-Syn or similar device. (In fact, every single section on carburetor tuning in both the Bentley and the Speedsport calls for either a "listening tube" or an "approved balance meter" for synchronizing multiple carbs; never is mention made of another type of tool. And I find using a balance meter such as the Uni-Syn "the only way to fly.") For another, it is unnecessary to use a special tool to lift the piston on an HIF4 either to check piston free-movement or to test the mixture strength, because the HIF4 is already equipped with a "piston lifting pin" on its underside, which permits lifting the piston with the finger alone! According to the Bentley (P. 424), you don't need to "center the jet" on a carburetor with a spring-loaded needle - which needle was furnished on some HS4's and all HIF4's. Finally, the operation "checking the float level" is specified, at least in the Bentley, only for the HS4 carburetor; no such adjustment is called for for the HIF4. Now granted, I'm still no expert on this, and if some other member has found this tool kit helpful in working on the HIF4, I would be most interested in hearing about it. But so far, I have seen ad after glowing ad for this gadget, (MG Mitten calls it "the handiest tune-up item you can have in your tool box"), with no mention whatever made of its inapplicability to the HIF4. And my personal advice to owners of '72 and later B's, who wish to tune their own carburetors, would be first to purchase a good

manual, such as the Bentley, the Speedsport Book, a screwdriver, and an approved balance meter", and then see if they also need the PSW "SU-Carburetor-Adjusting-Tool Kit".

Late Entry by Steve Mundy

* Here's an idea! A club owners' survey similar to the Road and Track article on the Mazda; or would something like this be relevant for such a Funky Car? (Ed. Note: we think it's a great idea -- it's being used in this issue -- Thanks)

RECOMMENDED READING: BOOKS & CATALOGUES

The MGB Handbook, Sturmer & Jorgan.

S. U. Carburettors, Intor Auto.

The Story of the MG Sports Car, F. Wilson & McComb.

MGB Owners' Workshop Manual, J. H. Haynes.

Factory Workshop Manual, Old Factory Advertising, W. Kenneth Lewis, 16463

Pittsburg Station, Jacksonville, FL 32216.

Above courtesy of Thomas Schimdt

The Stopwatcher - Washington and Baltimore area autocross and rallye info as well as racing news, 417 Hume Avenue, Alexandria, VA 22314, (\$8.50/yr. - \$14/2 yrs.).

Courtesy of Wes Miller

Chiltons, Chilton Book Co., Radnor, PA. Covers B's, Midget's, & 1100's. "Many of the illustrations bear auspicious resemblance to "complete official" book, but they also include photos and procedures that the Bentley Book does not". (\$7.00)

Courtesy of Jim Hurley, Jr.

Tuning S. U. Carburettors, 3rd Ed. 1975, Speedsport Motor Books, Brentford, England. "This is important for post '72 - '74 MGB owners with HIF Carbs. Includes needle charts".

Courtesy of John Lowther & Richard Hogan

Longs British Parts, (catalogue), P. O. Box #19832, Kansas City, MO 64141. "It has some interesting MG parts that I have found hard to get".

Courtesy of Bill Lembeck

How to Repair Your Foreign Car, Dick O'Kane. "A fantastic aid for the do-it-yourselfer".

Courtesy of Karst Hoogeboom

Sports and Classics, (catalogue), 750 Canal Street, Stamford, CT 06902. "Their catalogue is \$3.00, and they deal almost only with English Sports Cars.

Courtesy of Rick Hogan

Safety First

- Transportation Secretary William Coleman has ordered the National Highway Traffic Safety Administration to withdraw its proposal to limit **speedometer** readings to 85 mph. Coleman said he wanted "to take a closer look at it." A NHTSA official later stated that the withdrawal order "makes us look like a bunch of jerks." If the shoe fits....

- **Passive restraints**, further on: A VW study of the Rabbit's fixed-belt passive-restraint system showed no fatalities in the first 18 months of public use; and speaking in behalf of air bags, Ben Kelley, an insurance official, recently claimed that "you have to literally cajole and threaten dealers to order one from GM."

A group of motorists drove the 50 miles of Interstate 94 between Ann Arbor and Detroit, Michigan at 55 mph to protest drivers who **DISOBEY** the speed limit and waste gas. They drove two and three cars abreast, arriving at Detroit with an estimated 600 cars backed up behind them. Stephen Long, 23, who headed the protest reported it got so crowded that some motorists began passing on both shoulders of the road. "It was amazing how obnoxious some people were," he said. Michigan State Police said the protest was legal since motorists have a right to drive the speed limit "even if it's in every lane."

OFFICE AND PERFORMANCE HINTS

Paul Hibbs

*Marchal 700 Series Driving Lamps will fit into stock lamp cowls with minor modification. These must be used only as high beams. Use bumper mounted lights for low.

**Speedometer angle drive (transmission end of cable) can be left off, just reroute speedo cable through trans. dipstick hole, and screw directly onto trans. speedo connector.

***To make "non-removable" top into "removable" top, just drill out the two (2) rivets that make the hinge by the door handles, and replace with 1/2" bolts and wingnuts.

Richard Vaura

*My alternator developed a condition where the light was on just a speck until about 2700rpm. I had it checked, but it was charging ok. It turned out to be a bad diode.

John Eng

*Concerning Newsletter 3 & 4, modification of 18V engine, you forgot to mention that you need a chain tensioner with duplex chain. Only the 1100 and Midget Models have a single row timing chain without a tensioner, while the B's and C's have a duplex chain with a tensioner.

**In response to Rusty Love's comment on Desmogging --- Why not just remove the air pump and replace the fan belt for those used in pre-'68 B's?

Chuck Genrich

*I do not agree with the method of Jeff Lynch used to remove the B.L. Battery Terminal Clamps. My method consisted of using a hacksaw to cut the dome-shaped portion from the cable end. I then cut the lead remaining from the cable proper by sawing parallel to the cable and removing with a pair of pliers. This method did not shorten the cable, which is important and was done without removing the cables from the car.

(Ed. Note: CAUTION--if heat is used to aid in removing the old terminal clamps, the batteries must be removed as the fumes have been known to cause explosions!)

Don Holmes

*I replaced my stock exhaust with Warshawsky's (same as Whitney's) flow through exhaust system. Seem excellent so far, but everyone should be warned, IT GETS LOUD! If a quieter, more mellow exhaust is desired, this is not the one.

**I have also replaced my front shocks with the Warshawsky-Whitney units. No problem yet, after 4500 miles.

***I have used Warshawsky's fire injectors in my B since I have owned it, (about 24,000 miles), and I have had no trouble. I don't have to buy plugs, but about every 10,000 miles I clean them. I used them in my previous MGA's and in my 6 cylinder '64 Chevelle, for the past 80,000 miles with no problems. That is a lot of dollars saved on plugs.

(Ed. Note: With regard to your comments on the Free Flow Exhaust, we bought a few such systems from Whitney. The last one proved to get progressively louder after the first week, as in your experience. We sent it back to Whitney for a full refund.)

Huffaker Engineering, Inc.

Below is a letter we recently received from Huffaker Engineering, Inc.:

"We welcome this opportunity to join the AMGBA with a complimentary membership. Our company and it's staff are at your disposal. If we can be of any assistance, please have any of your members write or call for information regarding the care and preparation of the MGB":

Huffaker Engineering, Inc.
Northgate Industrial Park
San Rafael, CA 94930
(415) 479-6705



HUFFAKER
Performance for Street or Track
MGB
Midget Sprite
TR7 Spitfire
CATALOG - 53
Suspension parts/kits, spoilers,
flares, and engine components.
Precision automotive machining
for information, write dept RT477
HUFFAKER ENGINEERING
1290 Holm Rd, Petaluma, CA 94952

Upkeep and Performance Hints (con't.)

Rusty Love, III

*Guages:

Electric Tack - when it goes, it goes.

Speedo - When they seize, sometimes they can be freed with a good penetrant. The little gearboxes on the Speedo and/or Gearbox are the most trouble.

Electric Temp. and Pressure - Usually the problem is in the sending units.

Air Pump - Toss it. If you can't, be sure to change the filter.

Overdrive - Be sure to clean the filter screen and sump every 20,000 miles. Most Important-- use only motor oil. Never use EP Grease, (90W gear oil), check oil monthly.

U-Joints - Replace with joints having a lube fitting, install with fitting toward shaft. These are available in any parts store.

Radiator - Keep it clean inside and out. An overflow tank will help quite a bit in hot weather.

Distributor - Follow the book and it won't let you down. The coil is usually the culprit.

Fuel Filter - On later cars, replace the fuel filter regularly.

Fuel Pump - In spite of what everyone else thinks, you can't beat the S.U. unit. When it stops, it's probably the points. Use a strip of #600 paper and gently pass through the points a few times on each side. Don't saw, just pull. The late AUF 300 pump is superior to the early HP unit.

Brakes - Use DS11 pads in front. Where I wore out the stock pads in 4,000 miles, the DS11 last about 15,000 miles and give better balance. I recommend using a safety braker to help prevent front lock-up. I DO NOT recommend (having tried it) metallic rear linings or mini-rear cylinders for the street.

Lower End - Good oil, (plenty of it--but don't overfill), changed often. There is no secret. The bottom end should last 100,000 miles of moderate driving. You can expect less with hard driving.

Leaks - The MGB is a traditional British Motorcar.

Wipers - The Tex wipers on some GT's aren't worth a damn. A complete change to Ammco or Trico costs about \$10.00 - \$12.00, and is worth it.

Batteries - VW6V Batteries are generally cheaper and have more power than replacements. The fit is tight.

Lights - The Lucas sealed beam units are inferior to most U.S. made units and can be replaced for about \$5.00. There are QI units available for \$30.00 - \$50.00, which put out a bunch of light as well as strain the charging system.

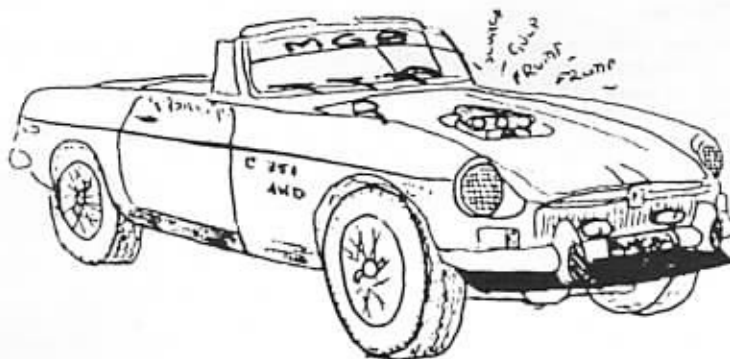
Transmission - Lubrication is of utmost importance and only motor oil should be used.

Never use EP Grease. Heavy lubricants do not provide sufficient lubrication to bearings and cause premature wear in baulk rings. Early boxes have weak links in the small layshaft, and the unsynchronized 1st. Double clutching saves gears and baulk rings, but the layshaft wears out anyway. If there are signs of wear, do not dally. A layshaft and bearings will run about \$50.00, but if it goes too far, the laygear may be ruined. The all-synchro box is a tough unit, but too quick a change can crack the baulk rings on synchrohub.

Water Pump - the basic pump dates to 1958, and there is no longer a rebuild kit available.

At the first sign of trouble, replace it. Proper belt tension saves bearings.

Filters - Since I change oil and filter each time, I buy filters at K-Mart (K-1) for \$1.96 or less. They are Purolator filters and are every bit as good as any other standard filter.



Starter - Early starters should be removed once a year, the bendix thoroughly cleaned and lubricated. Check the brushes and put a few drops of oil on the bearings. Later units benefit from a similar program. The solenoid should be cleaned and lubricated too.

Master Cylinder - Fluid quality is the key to longlife. Use only Castrol LMA on silicone fluid. Late model brake masters may be replaced with the more reliable and easier to service units. Use an early model "4-way" fitting to tie in the lines.



MGB FRONT AND REAR SPOILERS



Front Spoiler—STR 0189

This spoiler bolts on very simply in place of the front valance on both 'rubber bumper' and 'chrome bumper' MGB/C Tourer and GT, and MGB GT V8. The improvements obtained vary considerably between all the different ride height/body/engine configurations, but in general both stability and aerodynamic drag are improved.

The central air intake provides improved engine cooling, and especially oil cooling where an oil cooler is fitted behind this vent.

With older MGB's with a low ride height, ground clearance is restricted with this spoiler fitted and due caution must therefore be used on ramps etc.

Upkeep and Performance Hints (con't.)

Keith Nunnelee, M.D.

Huffaker recommendations on suspension are well placed. However, limited slip differentials (Detroit Lockers) have been unavailable for at least two (2) years. They are also unsuitable for use with the new axle housing. The replacement of bushings with teflon is essential for competition, as per precise handling and precise suspension adjustments; however, is rough with increased harshness at the front.

I could go on and on. I am delighted with the suggestions on improving performance on the new cars. There should be lines drawn between alterations for competition or for fast street cars.

(Ed. Note: Dr. Nunnelee is an SCCA National License holder and has written to us in detail about the maximum power output of an 1800cc MGB engine. Hopefully, we can reprint it in the following Newsletter.)

Jim Click

*I hope I didn't lead anyone astray by saying MGBV8's had 175 X 14s on 14 X 5 rims. I have only saw one in person, and that is what it had on (supposedly) factory steel rimmed mags. No matter, the 175s are beautiful for my conservative driving and would recommend them to all. Handling and ride are improved, the car looks better with some rubber on it, no clearance problems, and more road clearance.

**I understand the MGBV8 is now out of production to allow more engine supply for TR7V8's (ugh!). Let us hope that whatever is down the road for MG is better than what happened to Triumph.

Steven Fox

*Crutchfield Corp., (P.O. Box #888, Charlottesville, VA 22902) makes a polarity inverter for positive ground "B"'s for \$17.00. Necessary for tape decks.

**You should never mix Pennsy and Texas oils.

Randell Banks

*For those of you who wish to replace your carpets, here is a way to save money. Carefully remove your old carpet, and use it as a pattern or stencil. You can pick up good quality carpet at your local carpet shop. Place old carpet over the new and cut SLOWLY with a sharp knife or razor. If you take your time, you can save money and C.O.D. charges. Good Luck!!

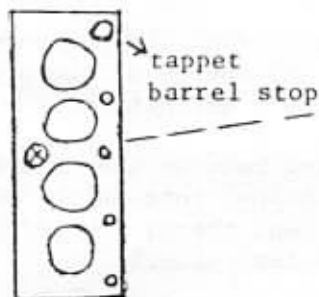
Allan Morpeth

*Wire wheel splines: Use a compound called Fisholene or some other rust-prohibitive based on fish oil for your wire wheel splines. Use about 2cc for each wheel spline, wiping off any surplus oil-grease lightly the tapered end where the wheel butts up against. Ordinary grease will only increase movement in your splines. The Fisholene will expand slightly and set taking up any play in the spline. It also stops the wheel sticking or rusting onto the spline. (This hint was from the Bentley Drivers Club Bulletin in Great Britain.)

**Use 10-15 grade oil in your dashpots for competition work.

***I have always used Michelin ZX 165 x 14 tires on race tracks and hill climbs, (I have a spare set of road wheels with ordinary Dunlops for other uses). Pressures at 34F, 35R have given me advantage over other B's in handling.

****Cooling Systems: Drill out the hole, which has been blocked off for cold countries if your car is in a hot State (see diagram below). This increases water flow.



This has been blocked off in some engine blocks.

Drill a 5/16" hole through to line up with gasket.

From the Editors' Desk (con't.)

in this issue that were previously being mailed upon request. "Guidelines for Organizing Your Local Chapter" appears in that section of this Newsletter.

** Just a short reminder that your Association is still relatively small. This means that every member is a name not a number. Similarly, we cannot always rely on the other guy to supply the input, as is possible with larger clubs. Please drop us a note now and again. We would like to hear a newly discovered Upkeep Hint or have the chance to answer a question that has been bugging you. Articles and pictures are always welcome. THANKS!!

UPKEEP AND PERFORMANCE HINTSSTEVE MUNDY

*My most recent problem with my "B" was a leaking oil cooler, which I had heli-arc welded for \$10.00. The local radiator shop would build me a new one for \$60.00, and B.L. wants \$145.00 for the radiator alone.

STEVE FOX

*Here's how to make your own inexpensive free-flow exhaust system: My GT came equipped with 3 into 1 headers. I simply had a 2" O.D. pipe cut to fit and had it welded right to the end of the header. The pipe runs all the way to the rear, where it is connected to a stock rear muffler. The whole pipe affair cost \$24.00, and I think I got the new muffler from Lorgs for about \$15.00. It sounds unique and nice, and as the rear muffler is actually a straight-thru resonator, it's free-flow and efficient, quite unlike the stock system.

DAVID PRIWIE

*When I was having my '66 "B" Roadster repainted, the owner of the garage (an Englishman, of course!), suggested I remove the gas tank filler tube and gas cap and turn it around so the whole unit is in the trunk. Then he patched the hole and painted over it. This eliminated the need for an ugly looking gas cap, and any spilled gas goes in the trunk, not on the bumper or outside paint. (ed. note: BaBoom!)

MICHAEL V. MINGES

*When I pulled my front hubs off, I was confronted with the inner hub dust covers. Once I found the correct nut size, (it's the same size as the exhaust manifold nuts), I had my mechanic weld 3 nuts together to form a pyramid; the top nut being the one for dust cover, and the bottom nut being the correct size for one of our slide hammers we normally use for pulling cylinder sleeves on our Subarus. I screwed the nut pyramid onto the dust cover and then the other end onto the slide hammer and popped them out.

**Also, I've had really bad luck with Long's British Parts in Kansas City, and I've had excellent luck with Auto-Mod in Georgia.

RICHARD W. WESTRICK

*A friend of mine regularly sends me copies of your periodic Newsletter. Although I'm not a member of the AMGBA, I have been driving MG's for over fifteen years and look forward to reading the various tips, hints and experiences which appear in the letter. However, after reading the latest issue, I could not resist volunteering the information which is contained in this letter since I feel that there are potentially some misleading answers in the questions and answer column.

With regard to the questions posed by Mr. Eric Wynn, regarding the presence of water on the footwells of his "B". Your answer, which stated that the source of the problem is probably the drain tube for the heater, omits what I know to be a definite source of water in my '65 "B".

Until fairly recently the only form of weather stripping between the hood and frame channel of the car was sponge rubber mounted along the rear channel into which the hood seats. Unfortunately, this rubber has a tendency to shrink, harden, and crack; thus eliminating its sealing capability. I found that, as a result of this, water collects in the channel

Upkeep and Performance Hints (con't.)

particularly when driving in a heavy rain where the water is forced back by wind motion and overflows down onto the deck extension on which the brake and clutch master cylinders are mounted. From there it finds its way through various small cracks, holes, etc. inside the footwell compartment where it drips along the various cables and channels until it appears at any number of places.

There is a possible secondary source which is probably not Mr. Wynn's problem since he could eliminate his water by not spraying in the water vent area. That is, water entering at the top of the windshield frame, between it and the hood, whereupon it can find its way down the vertical pillars at each side and eventually into the footwells.

**The second question which Mr. Wynn posed is frequently heard among owners of the earlier B's which had a positive ground electrical system. This was with regard to the availability of audio equipment for positive ground system. I found a relatively easy solution to this problem which I implemented on my '65 B. There is very little work involved with the conversion of this system from that of a positive ground system to a standard negative ground system, thus enabling complete compatibility with most available audio equipment in America. The motivating factor which precipitated my efforts in this area was a persistent problem with replacement of generator brushes and eventually bearing failure on the generator. The solution merely involves going to a local junk yard and removing an alternator/regulator set from an American car. In my case, I was able to get one from a Cadillac for \$15.00. The only other items that need to be reversed are readily accomplished and although I don't recall exactly where or which items I switched, they include items such as checking the direction of fan rotation on the heater, reversing the connection to the electric tach (which does involve opening the tach and reversing the wires on the printed circuit card), reversing the polarity connections to the fuel gage, and any other electrical equipment which is polarity sensitive. However, all of these are readily accomplished by either swapping connections to existing terminals or swapping the snap lock electrical connections used throughout the wiring harness. The net result is that one can have a high capacity electrical system suitable for operating even heavy current consumption items such as CB radios and potentially even an air conditioner, which is an idea with which I am presently toying. I'm not familiar with the polarity reversal kit which you referred to in your answer, however, conceivably that would be (costwise) an approximately equal solution. As far as potential capabilities are concerned, I feel that replacement of the generator with an alternator affords an increased reliability factor as well as capacity, as I mentioned, for whatever additional electrical equipment might be desired. The only area which required special work, in connection with the conversion to the alternator was with regard to mounting of the alternator. I found that the lower mounting bracket from the generator was correctly positioned (fore to aft); however, I did find it necessary to fabricate an upper support for the alternator. This was easily accomplished by taking a piece of standard one inch angle, drilling a hole in one end, and drilling a hole in the other end for fastening of the sliding tension brackets. I've had no problems with the system as a result of this conversion and it's been in operation now for several years, (a longer V-belt is also required).

***Mr. Don Holmes wrote you regarding problems he encountered with his gas gauge becoming inoperative. I think that the most apparent source of the problem, based on the description that he has provided, is neither the gauge nor the sending unit. A device called a constant voltage regulator is mounted on the inside firewall above the steering column. The function of this unit, which is a thermally operated switch, is to reduce the voltage from the twelve to fifteen volts which exists in the normal electrical system to a more constant controlled level (approximately 10 volts if I recall correctly). This unit accomplishes this function by switching the twelve volts on and off at a fairly rapid rate, thus the average voltage ends up being this controlled level. Since the gauge itself is heavily damped, the net result is that the gauge does accurately reflect the voltage as if the DC voltage were absolutely constant at the controlled level. This unit has a tendency to fail and is probably the source of his problem. It can be replaced directly with a replacement part, or if Mr. Holmes has access to anyone who is familiar with electrical components, a more reliable substitute would be a combination of a Zener diode and resistor to establish the level. This gives the added advantage of allowing him to more exactly calibrate the gauge.

Upkeep and Performance Hints (con't.)

gauge readings by checking between full and empty and adjusting the resistance/voltage accordingly.

I hope the above information is of some value to you and to the gentlemen who posed the questions. I wish the AMGBA good success and continued growth.

JOHN GIANNASCA

*The AMGBA has recently received information from a company that specializes in fiberglass replacement parts. The firm's name is Perfect Plastics Industries Inc., and their address is Shreiber Industrial District, Bldg. #13, New Kensington, PA 15068. Fiberglass body pieces available include fenders, hood and rocker panels. An ad should appear in the next Newsletter. In the meantime we would be interested to hear from anyone that has experimented with these products.

RECOMMENDED READING: BOOKS & CATALOGUES

Tuning SU Carburettors, by Speedsport - Tells how to get best performance and economy from your SU's, plus sections on servicing and tuning. Includes needle charts. Approved by the SU Carburetor Co. Fifty-one pages illustrated, \$4.50.

Tuning Stromberg CD Carburettors - This book has been approved by the manufacturer, and it gives full details of the maintenance and tuning of the carburetors. Includes needle charts. Thirty-three pages illustrated, \$3.25.

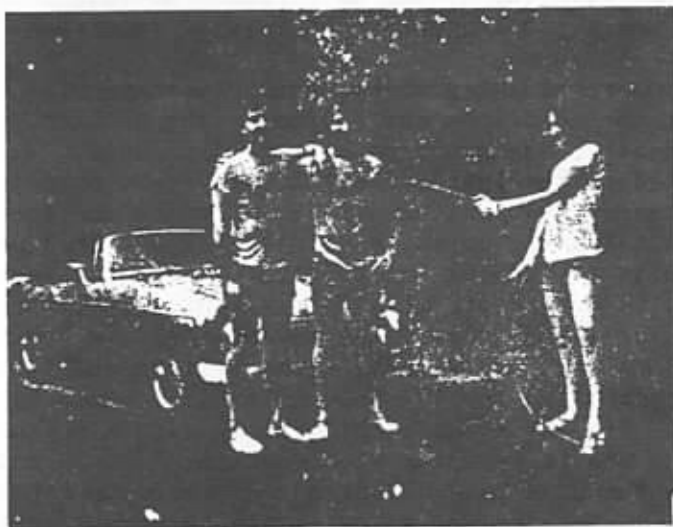
The Magic of MG, by Mike Allison - This book is a pictorial record of the MG marque that begins in 1924 and follows through to the MGB. "A superb MG reference volume", said Sacred Octagon. Each of the approximately 350 photos is accompanied with informative text. 208 pages, \$19.95.

MG Sports - An excellent collection of contemporary road tests, descriptions, drawings, and photographs from the pages of Britain's Autocar magazine. Softbound, sixty-eight pages, 111 illustrations, \$3.95.

The New MG Guide, by Christy and Ludvigsen - A history and working manual of this popular car. Includes performance modifications for all models from TC to MGB, \$3.95.

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HOW MANY MISTAKES CAN YOU FIND IN THIS PICTURE?



ANS.: Three!

JIM IRELAND

have just finished reading Mr. Paul Pangallo's article on late model B conversion, and I feel that I might have a few things to add to this.

I also have a 1975 MGB that I bought on October 1, 1975. I have done the same thing to my B that Mr. Pangallo did to his car a few months ago. I would suggest that in addition to what he has listed, one should also add a 1967 model distributor with vacuum advance. The only difference that I can note between our two respective modifications is that I installed the flatter pistons and have a Stebro exhaust with MG Mitten headers.

Also, I would suggest that using an item called "Auto-syn", which is available from MG Mitten for \$15.95, one would be more accurate in carburettor tuning than using a "Uni-syn".

PETE COSMIDES

*The air pump can come off 1975 and newer engines without any problems. Just plug holes, advance timing, and adjust carbs. So far getting the car to idle smoothly is the only problem I have experienced, otherwise it runs strong.

**On 1975 and newer B's, '85/70-14 tires fit nicely. I purchased Pirelli CN-54's, and they clear with no problems. Performance and handling improves nicely.

***To help the life of your convertible back window, use Armor-All. My car is 2½ years old, and I use Armor-All regularly. Rubbing it into the window really helps keep the plastic moist and clear. It is expensive; but better than the price of a new top every three years or so.

MICHAEL LEVINE

any MGB owners, including myself, have found great difficulty in the heater control valve dash control.

Two modifications are to be considered: A) removal and replacement (if non-repairable) of generally rusted and sticking control valve on block. B) Re-route the control cable--the normal path has the cable exiting the cockpit on the passenger side behind the console and entering the engine compartment, leaving little slack.

Re-direct the cable with a small hole in the rubber block near the brake pedal on the fire-wall and route the cable through this small hole so that it enters the engine compartment near the brake master cylinder. Then merely re-attach cable to valve and the angle with which the cable articulates with the valve will be more conducive to frictionless operation than the factory hook-up.

ERIC NORRIS

*In response to Richard Westrick's electrical system changeover he described in the Summer '77 Newsletter, I have a simpler solution for all positive ground B owners who wish to run a tape deck or stereo in their cars.

Rather than go the full route, like Mr. Westrick, or buy an expensive inverter, I merely mounted my tape deck on a plastic under-dash slide mount. This serves to totally isolate it from the chassis. All the wiring that is necessary is a few plugs and one extra wire.

run the system, just install your power wiring in reverse -- your car's hot wire (-) is grounded to the case of the player, and the player's hot (+) is grounded to the chassis of the car, and VOILA!! I have run this set-up for some time now with no problems at all.

UPKEEP AND PERFORMANCE HINTS (con't.)

Just remember to make a gap in the braided wire shield on the antenna hook-up or else you'll short out your radio.

**The part number you list for headlight cowls in the Fall/Winter '76 Newsletter is wrong - #C-AJJ3307. My dealer can't make head nor tail out of it.

STEVE FOX

*Someone mentioned a broken front generator bracket. I have seen two of these in the last six weeks. It renders an electrically fine generator mechanically useless.

However, the bracket can be effectively heli-arc'd for \$5.00. The armature must be removed from the unit to prevent bubbling and pitting across the bearings. The welds hold, and they can be protected by using very large, flat washers on the bolt.

**It must be remembered that almost all British cars are identical under the skin, and electrical parts are particularly transferable. My B is using my spare Mini Cooper generator; the Mini has a solenoid and full instrumentation from an old B. The list is endless, for example; a Midget starter will fit a Mini, a Cortina, and a Lotus Elan, among others. A Vega regulator can be machined to fit British Delco alternators. So when you go to a junkyard looking for a B part and can't find it, don't hesitate to slavage from other British cousins.

***The article on multiple carburetting a '75 B was very good; glad to see someone attack the myth of magic in tuning.

I would suggest, however, that if one is going to pay for a new pair of 1.5 inch S.U.'s and manifold, one might be better off buying a Weber twin choke. It is at least as reliable and much more efficient. The mixtures are adjusted by discreetly graded plug-in jets. Once the correct combinations are in the car, they would only require changing if the ambient altitude or driving demands change.

****Here are two nifty tricks for overheating B's:

A) If your B overheats with a 160° Thermostat, buy a blanking sleeve. You can get them from Mini City in Fairport, NY or Seven Enterprises in New Port News.

B) Find an old heater core and mount it up front next to your oil cooler. Either disconnect your regular heating system in the summer and plug it into the up-front core, or better yet, work up a valve system. We put a core in each screened-over headlight hole in racing Minis and it is very effective.

*****There was an article regarding oil in one of the previous Newsletters that cast a dubious shadow on the efficiency of synthetic oil. We switched from organic to synthetic in two racing engines this summer and netted a 20° drop in oil temperature. Lower operating temperatures mean better viscosity, and of course, better lubrication. We use a synthetic oil with chrome-moly particles in suspension. The stuff looks like it came out of the crankshaft of a Mack Truck, but it is really good (\$70.00 per case wholesale) Ollmo.

*****If you own an older B with a synchro in the top 3, and wish to drop in a full box, some modifications must be made to the shift lever hole, and the speedometer will be grossly inaccurate.

MITCHEL ATTLAS

*To beef-up the B rear suspension, you can, as I did, pick-up a set of "cheap, universal" car traction bars, hacksaw about six inches off the front of the bar, then re-drill the hole!

2 or 3), bolt the rubber snubber in, and then bolt it up to the rear leaf's, just like the kid around the corner with the '67 Stang (you might paint them black, as I did, so they don't standout).

Your reward will be better traction off the line, smoothing out of the 1st to 2nd shift, and more importantly, it will protect these highly stressed rear leafs from "coming apart" and you will have a little over-steer.

**Secondly, about that over-steer: I have a set of 185/70-14's on my wire wheels in the rear (under un-modified wheel wells). By doing this you will correct most of that under-steer, over-steer (it will get you pretty neutral); plus more traction is evident, and it looks neat too.

ERIC NORRIS

*Try Torco Racing motorcycle oil in your tranny. It costs about \$3.00 a quart, but it makes shifting smoother and it just won't thin out.

**Go with Amco tops and tonneaus. The fit and materials are great, as is the workmanship.

DAVID CAMPBELL

*I recently bought some Fire Injectors from Whitney for my B. Unfortunately, they didn't increase my gas mileage too greatly. I was getting 13mpg in the city. I assume this is because of my distributor modifications. The instructions said be certain your car is running at factory specs. Perhaps this was the problem. Whitney gave me a full refund.

For B owners with sagging rear springs, I suggest some helper springs. For about \$13.00 set can be purchased and are easily mounted. This not only prevents easy bottoming, but so reduces rear end sway. However, the ride is a bit harsher.

***A few months ago I purchased some exhaust headers for my B from Auto World. Along with the usual agonies of installing them, the second piece of the 2 piece set was too short for my '74 B. This caused a tight fit by the frame. I had a piece made and it fit much more easily. Perhaps Auto World should investigate the problem. I have just sent a letter to them with the details.

THE CHICAGO CHAPTER

*Following is a letter from "Safety Fast", the official publication of the MG Car Club:

I resolved the question of where to fit a badge on the rubber bumpered MGB by fitting a flat metal strip behind the front number plate. The metal strip is one inch wide and six inches longer than the number plate, i.e. three inches are exposed either side of the plate, allowing a badge to be fitted on each side (MG Car Club badge and AA badge, etc.). The metal strip is held in place by the existing number plate bracket fittings and the end result is quite firm. Although the badges are not displayed to their best, I think this is the only solution that saves defacing the bumper and spoiling the car's lines.

by Paul Hilton

CHARLIE MEYER

Your MGB can very easily be protected against theft by installing a simple ON-OFF switch in series (or in line) with the electric fuel pump. The switch can be located on the dash in plain sight or hidden in a multitude of places. In operation the switch would be left in the ON position while driving or parked in safe locations. The switch would be left in the OFF position while parked in areas that warrant protection.

A potential thief would come along and think he would have an easy time of it by merely jumping the ignition he will be away in a flash. Much to his regret he will not get very far before the carburetors run out of gas, probably at the first intersection or some other conspicuous place. He will not have time to diagnose your fuel problem in this awkward place so he must leave your car in haste unstripped and intact.

Upon your return, if you find your car missing, you can inform the police that it has to be within a very short radius of where it was left parked. A word of caution, however, make certain you flip the switch to the ON position before leaving or you may be embarrassed at the next intersection.

JIM IRELAND

I thought I'd say a few words about some of the current smog devices in use with MGB's.

Smog Pump: This seems to be the first thing that everybody disconnects to improve their horsepower; this is not a wise move. For one, the pump takes far, far less HP to run than the water pump. The HP that it does use is so minute, that it cannot be noticed by the driver. A smog pump actually improves performance, simply by the way it works -- after a cylinder fires, there is a fair amount of unburnt hydrocarbons, still very hot, ready to go out of the exhaust port. The smog pump injects air into the cylinder before these hot hydrocarbons leave the cylinder. When the air hits this exhaust, the remaining hydrocarbons re-ignite, and literally blast their way out of the cylinder. This has the affect of an after burner or extractor headers. The exhaust moves out of the cylinder faster causing less load on the engine.

PCV Valve: This device also contributes to engine performance. A PCV Valve eliminates the pressure in the crankcase caused by the downward stroke of the pistons, which in turn lessens the engine load.

ELC System: Not connected to the engine directly and it improves gas milage.

EGR: Remove and bury under nearest mountain.

Catalytic Converter: Refer to EGR.

SCOTT STATON

My '75 MGB has been lowered 2"; plus new cam, heavy duty clutch, spider gears welded. But for the person who wishes to do this to their "B", "B"ware. Steering linkage and column mods are required to be shortened by 1½". I will advise more on this when I figure out why.

WESSON MILLER

I have used fiberglass rocker panels on my '69 GT and have been very happy with them. The toughest part, however, was chiseling out the old ones, which has to be done in order to insure proper fit of the dorr molding. The next thing is to rivet the new ones in place. The front fenders can be removed or loosened to allow proper placement of the panels, which have about a 2" overlap on either end. I riveted about every 1½" along the top and bottom of the rocker panel (keep in mind that the rocker panels are very much a part of the monocoque). An after thought of mine would have been to use PC-7 Epoxy, a very thick paste, in addition to the riveting. Some may think that the visible rivets on the bottom edge a bit ugly, however if the riveting is done in a straight line, and evenly spaced, it looks fine when painted. The only problem I have run into is stone bruises which expose the white fiberglass. However, being rocker panels down low, this is not noticeable, ev

(Flame Red I) car. Since the fiberglass does show stone bruises readily, I would not recommend them for more visible areas. I purchased my rocker panels from Sports & Classics, 750 Canal St., Stamford, Connecticut 06902, 2½ years ago for \$36.92 per pair. In summery I would like to say that if you have to replace your rocker panels, fiberglass is the only way to go. But you must be willing to put some time in on them. Let's hear it for no rust!!

I recently received a Pioneer KP-8005 AM/FM Stereo-Cassette player as a gift. I have a '69-GT and was able to put the unit in-dash where the old radio was. However, the player is too deep, and I had to unscrew the center console and pull it out about an inch. The carpeting can be cut and folded under to match the new console position. Otherwise the installation looks and sounds great.

CHRISTINE SAPORITI

I had the automatic choke taken out of my '75 MGB, and I replaced it with a manual choke. It goes so much better, and I have more control over the temperature of my auto, which was previosly stalling and getting about 9 (yes, nine!!) miles per gallon. It is quite a project, but worth the effort.



FREDERICK RILEY'S '76 MGB:

Gold with brown stripes -

Fred has kept this B is great condition. He should be proud.

FREDERICK RILEY'S '78 MGB:

Brickland Green - As his '66 MGB, above, this car is kept in excellent condition.



upkeep & performance ^{HINTS}

PAUL A. PANGALLO, D.D.S.

*Your advise to John Heinzer in the Spring '78 Newsletter about adopting the suspension was good. I have a '75 B and I am not so sure that raising the car was a bad idea; in some areas ground clearance is a problem now, I can imagine what it must have been before. My suggestion is a 3/4" front sway bar (or anti-roll bar). I was very pleased with the improvement in handling with my '75 B after one was put on. If anything, you may feel a slight understeer with the front sway bar, but not enough to be sure its even there.

WARREN AND MARYBETH BEANE

*Someone was looking for wheel trim rings - I got a set for the GT - factory stock were \$50, but I got mine from Montgomery Ward for \$20.00. You can't tell the difference between these and the originals.

**Had to replace the damn batteries. The dealer wanted \$75.00 per battery (Lucas). I bought Delco #403's for \$32.00 a piece. Perfect fit and more cranking power -- had to change terminal ends to American style, though.

***I added Front Spoiler from Wilco in New York State. Only needed a small drill to attach, and it only took one hour. Looks sharp and increases stability on windy days. I have ordered several things from Wilco -- they have reasonable prices and super service.

****I installed a J.C. Whitney tuned exhaust. It got progressively louder. I decided it wasn't worth the trouble to return, so I just replaced the rear muffler with stock item. It still sounds aggressive, but I can hear the radio now. (Ed. Note: we returned a J.C. Whitney free-flow exhaust system after three (3) months, and they gave us a full refund. You may want to look into it.)

VDY FRITZ

have found some info on that hardtop John Rochelle is looking for (P. 30 last Quarterly). In the December '72 issue of Road & Track, Page 61, there is an ad for the "suntop" -- a removable targa-type hardtop. Whether it is still available is a good question! The address to write to is: Suncraft Products, Inc., P.O. Box 624, Houston, TX 77001. He should also consider Dynaplastics removable sunroof-type hardtop. It's expensive, but I know Glochowsky really likes his Dynaplastics top. Dynaplastics address is: P.O. Box 3711, South El Monte, CA 91733.

DAVE KUNTE

*On my '75 B, I did the twin S.U. conversion as Jim Ireland and Paul Pangallo did, (I did not read the article by Mr. Pangallo). Every problem and detail Jim encountered, I also encountered, but I did do a few things differently. I removed the power brake booster, cut and reflare the brake lines (necessary when mounting the master cylinder closer to housing). The brakes work fine; after all, none of my earlier MG's had power brakes, so why spoil it now?? For air cleaners, I used MGA style with homemade foam filters, which are much neater than the set-up Jim used. Hooker Headers were used with no problems at all. Walker Silent Scott, non-straight thru glass-pack, with 2.5 inch pipe, exiting in front of rear tire, completes the exhaust system. Very mellow mid-range and idle sounds like Grand Prix day at Watkins Glen when cruising thru town in 2nd gear. Almost silent at highway speeds - very comfortable. Head work involved resurfacing (it was warped when I purchased car), installing 1966 valves and double springs, and slight port polishing to match header ports. If you have compared a '66 head with a '75, you will notice the combustion area on a '75 is slightly more shallow. This lead me to be quite concerned when installing the '66 pistons and rods. Things worked out fine -- 165 pounds of compression on all four.

- re-torqued the head after running for about 5 minutes and no problems so far (2000 miles).
 - something I did have a problem with is the wrist pins on the '66 rods. With 112,000 miles on them and original pistons (now in my '75) I have a wrist pin noise with a cold engine; nothing serious, but I would like to eliminate it. My dealer says I cannot get just the pin

Upkeep and Performance Hints (con't.)

and bushing. I have to buy the complete rod assembly. If anyone has information on this, it would be appreciated. I also have a stumble at mid range and below 45mph in 4th - above 45mph it runs great. I think I have isolated the problem to an air leak in the throttle shafts. If there is any repair to them, please pass it on!!

**Other mods to the car include the installation of a front sway bar from a '66 B -- Any suggestions???

***In Vol. II #3&4, Peter Adamari inquired about S.U. Carbs and manifolds, among other things for the conversion. Also, Mary E. Case inquired about other used parts. I found a place in Rochester N.Y. which deals in British cars and has quite a selection of used parts. The name and address is: British Auto, 1635 Creek Street, Rochester, NY 14625.

****John F. Weir had inquired in Vol. III, #1 about the installation of lights on rubber bumpers. I removed the license brackets, mainly because the license looked ugly hanging under the bumper, then after the purchase of a fog light and driving light, I dug out the brackets and modified them as an "L" shape. I mounted the lights to the brackets, and then loosened the bumper mounting bolts. I slid the brackets between the two mounting bolts (one side at a time), tightened the bumper mounting bolts, and PRESTO!! You have a neat and easy installation; just try explaining to the local smokies where your front license plate is (I carry mine in the passenger map compartment). As for wiring - the fog light is wired into the low beams and the driving light is wired to the high beam circuit.

*****I also installed the double row timing chain, gears, and tensioner from my '66 engine onto my '75. I can't believe only a single row on '75??? Only worry now is beading those extra long pushrods with the double springs. Probably will replace with other style someday!

JOHN S. VAN SYCKEL

*I have a tip on rustproofing that I acquired from my body shop. I had a small rust spot on my B, which they cut out and welded new metal in it's place. So far, all is normal. But, then he convinced me not to have the rocker panel repainted. He recommended some new type of rubberized vinyl undercoating from 3-M Company and told me to put it all around the car. This prevents further rust, and I think it looks good, too. This guy repaired the rust spot (half dollar size) and did this rustproofing to both sides of the car and under both bumpers for \$45.00 - not bad!

DAVID CAMPBELL

*I understand some members have been using the 185/70 series tires on their cars from '75 on. Has anyone installed these tires in a '74 B with unmodified wheel wells?

**I am quite pleased to see so many owners of '75 and newer B's trash that 1 Stromberg Carb and go with the dual S.U. Carbs. I have driven a new B and although it's still British, the handling and power have deteriorated immensely. These new attributes can be overcome. Along with the carb conversion, the front end can be dropped to improve handling, as mentioned in the last Quarterly. Simply remove the entire front end and replace it with an older one. Get your present springs de-arched. Take the springs to a competent shop and have this task performed.

***I am sure many members have installed Koni shocks on the rear. For '74 B owners, a word of caution to you -- there are 2 mounting kits available for the '74 B. Early '74 B's use the same kit as the '68-'73 B, which is mounting kit #6-320A. Late '74 with the raised rear end uses #6'417A, as the newer B's use. If you have the early '74 B, as I do, and use the late model mounting kit, the shocks will bottom on themselves.

CHRISTINE F. SAPORITI

*I had the automatic choke taken out of my '75 MGB and replaced with a manual choke. It goes so much better, and I have more control over the temperment of my auto, which was previously stalling and getting about 9 (yes, 9) miles per gallon!! It is quite a project, but worth the effort.

JIM IRELAND

*I Charles Schieman -- another thing I did to my MGB shortly after the carb conversation, was a change over to the brake master cylinder set-up on a '68 B. To do this, you have to use the older tandem cylinder, pedal box, and pedals. Also, the possibility exists for using the older brake lines. The pedal box is directly interchangeable with the newer or older B's. You will also have to obtain the brake failure switch assembly from the older car. After doing this and removing the brake cylinder, vacumme servo, and newer pedal box, I got all kinds of room for air filters and anything else. I use Linx Ram-flo filters. They offer less impedance to the air flow than the thinner wafer types.

**To Bradley Smith -- Stay with the B type suspension. I own both an MGB and an MGC. The B definitely handles better than the C. The reason the C suspension is beefed-up is to handle the weight increase of the six banger. To make your B handle better, I suggest installing competition shock valves, a 7/8th front sway bar, and a 3/4 rear bar. You can get more deeper, but this should be best for street use. Write to Huffaker Engineering for one of their catalogs.

GARY GRADY

*I presently am in possession of a 3.7 litre, V-8 powered MGB-GT. This car was hand built by me and has logged 15,000 miles, and it goes like a rocket. I used an all aluminum 215ci Buick engine bored 30 over, crower 480 litre hydraulic cam and special 600cfin Holley Carb. Hooked to this is a re-worked M22 Muncie four speed transmission. At 6000 rpm, the speedometer reads 120+ in 3rd gear. I out ran a stock Corvette on the freeway at 150 with pedal to go. Presently, I am adding flares to accomodate E60/14 Dunlop GT Qualifier tires, and sunroof, and new interior. Any one interested in this type of neck-snapping exceleration, without losing any handling, (V-8 is 65lbs. lighter than 4 cylinder), can contact me at the following address: 3544 Sandra, #10, Salem, Oregon 97303 (503-390-4285. I will be glad to help. Also, I am looking for one of the new front ends for the B. If any one has info on this, please contact me.

ALFRED HESS

I own a '70 B. I have had it for 10 months. The day before I purchased the car, it was hit in the front end, destroying the right front corner, headlamp, and fender. There was, fortunately, no frame damage or problems with the front end. The engine is in marvelous condition. The air and all emission controls had been taken off and the performance is incredible. I have the Laycock Overdrive, and I make the 250 mile drive from school to home on less than a half tank of gas. I have 185-70 Bridgestone Steel-belted radials and the handling is dreamy. I have replaced the track-rod ends, the shocks, and the front springs recently, with much improvement noted. My parts supplier is Spreen's of Hackensack, NJ. They have an enormous stock and are able to get most parts not in stock within 2 or 3 days. They are all B enthusiasts. I must recommend Spreen's to all area B owners. When I bought the car, the center console for the radio was in poor shape. The radio had been removed a la crowbar by some ingenious thieves. So my father and I designed and built a console from sheet steel and walnut contact paper that houses my CB and my cassette stereo system, along with the original rocker switches for my driving lights and 4-way flashers. I added lights to indicate their function. It is all custom-made, custom-fit. The CB is bolted to brackets welded to the floor. The cover is removeable in about 30 minutes, if you knowhow; and impossible, if you don't know how.

JACK HUTSON

*I noted two inquiries on air conditioning MGB-Gt's in the last Quarterly. I recently completed a complete overhaul on my '73 GT, including the air conditioner. When I bought the car in Jan., '78 it was the saddest example of abuse you ever saw. But, it had possibilities. Air conditioned, wire wheels, no rust, good tranny, etc. - but 5 different colors of paint, plus an interior of cloth that was the site of an Animal House party. After a 40 thousand bore job, re-built new pistons, rings, bearings, clutch, water pump, etc., etc., I got it running. I should suspected an overheat problem when I discovered the car had no thermostat and the temperature gauge was disconnected. After I restored everything to normal, I took it for a spin on a typical Dallas day of 100+ degrees and flipped on the air. In no time, the gauge registered

HOT. New engine, right? Wrong, too much heat from the condenser for the engine to handle? Well, I checked the water out, temperature from the water pump, and when the gauge says HOT, it's 207°F. Not an unreasonable temperature, even though on an air to water differential of .07°F, it could lead to shortened engine life. After the engine had 500 miles, I tried again. Still the gauge read HOT. You will be interested to know that "N" on the gauge is 170°F. Having sold my '67B convertible in March of this year, I knew that my car would live with an air condition; but it is not original, so out it came last weekend. It is complete, looks like a factory installed unit and I would part with it if Mr. Stuard or Mr. Sadowski would get in touch with me. \$50.00 for the whole works is a super deal. You are looking at about 8 hours of labor to install it, but maybe you can get some benefits from it.

**For those readers concerned with temperature and overheat, my '67 B had a gauge with degrees not C-N-H, such as the '73. It would run 212°F on a 100°F day, and 180-190°F in the winter. Remember, a 7lb. cap raises the boil to about 220 degrees.

***I see much written about 185X70 Radials. I run them on my GT wire wheels with no problems. Any larger, and you will have problems with the rear wheel openings and spring clearance.

MICHAEL LEVINE

*Removing a thermostat completely - (as you advised Ronald Stuart) - may well lead to increased overheating. The mechanism is as follows: a 160° or even a 195°F thermostat opens fully at the respective temperatures, and only maintains temperature at those settings, not higher. The thermostat, however, also acts to slow down the flow of water thru the radiator, so that full cooling potential of the radiator can be realized. The removal of a thermostat obviates this crucial delay -- fluid moves too quickly thru the radiator and is not fully cooled.

**Bruce Kendell describes an irregular popping sound on throttle deceleration, which I am certain is secondary to a defective gulp valve. This little monster is operational as part of the air pump circuit; and on deceleration, with falling vacuum, allows a "gulp" of air from pump to lean out the fuel mixture. Try replacing this item (about \$15.00) and see the difference.

ETER TRACY

*For owners desiring to replace the rear lever shock absorbers with telescoping units, the Koni adapters can be used with other brands of shock absorbers. On my '67 roadster I measured the minimum and maximum lengths needed with the Koni adapters installed and went to a Gabriel dealer who had a copy of their catalog listing all the shock dimensions. I got a medium quality shock (#26007), which seems adequate particularly since it is intended for old pickups, jeeps, and Volvos. Equivalent models of their more expensive shocks could be used also. This should save some of the cost of the very expensive Koni's.

**The old style oil filter can be replaced with a spin-on type used on later cars, if one purchases the oil filter base from a later car. This will mount directly to the block of an older car. Oil filter changes are a lot less hassle with this type oil filter.

***As others have undoubtedly done, I recently replaced the two 6-volt batteries with a 12-volt battery mounted in the forward portion of the trunk. I grounded one terminal directly in the trunk and spliced the wire from the other terminal to the old cable going to the engine, using a splicing connector purchased in an electrical supply store.

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upkeep & performance ^{HINTS}

Jim Ireland

*I have been somewhat amazed at the lengths that fellow MGB owners will go to lower their late model cars. The latest I believe was from Mr. David Campbell, who suggests replacing the entire front end. This a bit extreme to me. My suggestion would be to obtain a pair of competition springs from Huffaker Engineering. They will lower the car about 2 inches, and of course, the left springs will have to be de-arc'd the same amount. Since they are based here in California, I assume that Huffaker isn't too well known back East, although they do run ads in the AMGBA Quarterly. Their address is: Huffaker Engineering, 1290 Holm Road, Petaluma, CA 94952. A catalog costs \$3.00.

Bob Seversen

*I have a '73 MGB that I bought for \$875.00, rust free. It had been sitting for a year, but with a new tank of gas and a jump start, it started right up. I have since driven it for 3,000 trouble-free miles.

**I've installed 13" aluminum slot mag wheels all around. High performance 13" tires are easier to find than 14", and a wider tire can be installed. I run Michelin 185-70zx that are common in junkyards from Capri II's. I got an "as new" set of 4 for \$60.00!!

***Putting the battery in the trunk is stupid as it wastes trunk space. One of the stock battery holes can be opened up such that a standard size battery will fit. The other hole can be fibreglassed to have an excellent hiding spot for money, cameras, etc.

****I used to get ripped off on oil filters until I discovered that filters to fit American cars also fit MGB's. Here in Canada, Fram filters are \$1.99 compared to \$4.39 for the proper ones.

*****I have an AM-FM cassette stereo in the car, mounted in-dash in the console with a 40 watt er amp mounted where the charcoal canister used to reside. I have 6 X 9" Pioneer speakers mounted below the dash in the black cover panels with "alternator" tweeters in the doors. Having speakers in the back panel between the trunk and inside is not so good as the top muffles the sound so bad and trunk space is wasted.

*****I have installed a burglar alarm system that makes sense for a Roadster. It is a time delay type triggered by the dome light switch in the doors. I have about 15 seconds to flick a switch hidden out of view before the airhorns go off. An unsuspecting robber would have no fare knowledge of an alarm system and would get caught every time.

*****I am installing an overdrive transmission that I brought for \$175.00, including a clutch assembly 100 miles old. I am having a hell of a time with this, as I am trying to find out if the stock driveshaft will fit. I'm also installing the shifter mounted OD switch ala new MGB.

Robert Kimberly

*I'd just like to make a comment about some bad advice given by Uncle Bob (Winter '78, P. 19). He recommends J. C. Whitney for rocker panels. Obviously he has never installed a pair of these. J. C. Whitney sells what would normally be considered a patch panel, as they are about 1" shorter than the opening left when the old panel is removed and don't even look similar to the factory replacements. Now 1" doesn't seem like a disaster until you realize that there aren't many things that can be used to fill that gap. The only thing I can suggest for people who have already purchased Whitney panels is to braze a piece of steel to the back of the surrounding fenders and fill the gap with color cord caulk or anything else that will remain soft and accept paint. These gaps must be filled because if they are left open, water and mud will collect inside and your newly installed rockers will rot away in short order.

**In closing, I would just like to pass along a saying we have at one of our local clubs -- 'If it's from Whitney, it probably won't fitney'.

Don Hatcher

*With the exception of a grille, I haven't been too pleased with J. C. Whitney's authenticity of replacement parts. The carpet kit is without snaps on the floor and the rear shelf piece is best described as floppy and ill-fitting. The center tunnel piece is good. The front end

Question & Answers....

Q.: At a recent meeting several people got involved in a discussion on turbo and super charging. A number of people showed great interest in obtaining a unit for their MG - mostly MGBs. Any information that you could send to us would be much appreciated. Specifically, many questions concerning practically, performance, and cost were the concern of many.

-John Maretti,
Secretary, M.G.O.C.-

A.: Concerning turbocharging the MGB, we never tested or actually saw one, although they do exist. A book called "Turbochargers", by Hugh Macinnes (Order 3166B - \$4.95 - if you want, you may buy it through the AMGBA Book Store) has a picture of a "B" using a Rajay 377B40 Turbo. Boost comes in at 1,800rpm and is restricted to 14psi. S.U. carb uses a special air filter. Distributor is re-worked to limit total advance. Exhaust HC & CO emissions reduced 50%, NO_x is slightly lower than stock. The builder claims that fuel consumption is 10% less than stock (not to mention the power increase). For further information on the turbo charging unit for the MGB, contact: Checkpoint America, 2555 S. Hanley, St. Louis, MO 63144, 314-644-2440.

Q.: I would appreciate any information that you could send me concerning the MGB that appears on the front cover of the Summer '78 Quarterly. I am interested in the modified front end and would like to know addresses or names of the car's owner or the person who fabricated the modified front. I would like to purchase or build a similar front end for my "B" and am having difficulties in finding out how to acquire one. Any information that you could provide would be greatly appreciated.

-Mike Bratton-

A.: Below is a letter regarding the car, which appeared in the last Quarterly, page 8:

"With regard to the "B" pictured on the front cover of the Summer '78 Quarterly, I would like to advise you that the picture was taken near the M.G. Plant at Abingdon-on-Thames. It was first registered on June 1, 1964 and was a new car, specially prepared for the Le Mans 24 Hour Race by the B.M.C. Competitions Department. It was driven by Paddy Hopkirk and Andrew Hedges and was very successful. It won the "Motor Trophy" for the highest placed all-British entry. It covered 2,392 miles in 24 hours at an average speed of 99.9 m.p.h. and was placed 19th overall."

Additional information on this car can be found in "The MGA, MGB, AND MGC", by Graham Robson-Page 98-99. You may purchase the book through the AMGBA Book Store.

Q.: I own a '69 B and enjoy it very much. I am presently searching for a quality and reasonably priced shop to take my MGB to for some major engine work. I was hoping you could refer me to a good place.

-Andrew J. Gelardi

A.: We recommend Bob MacBarb. His address is: 110 The Crescent, Babylon, NY. Telephone 516-669-7544. We have found him to be very good.

Q.: I am writing to ask what you know about the new engine you said the MGB would have in late 1979 or early 1980. My old "B" is in storage and would probably cost \$2,000-3,000 to restore. I am thinking of buying a new one (1980) on my return to the States from Germany, and would like to know when they are going to put the new engine in.

-Joe Fabian-

A.: Sorry, Joe. There will be no new engines introduced. Jaguar Rover Triumph advises me that the old 4 cylinder will live with "B" to the end of production.

Q.: I am interested in purchasing an early model MG for restoration. Please advise of any that may be for sale.

-Kenneth Roberts-

A.: We do come across some good buys once in a while—but there are no lists on these. What I suggest is either word of mouth through some MG repair shops, possibly in Boston, if it's not too inconvenient or, the buy lines newspapers. While I was living in Boston, there seemed to be quite a few buys in those pages—some in New Hampshire and Vermont. Try to find a seasonal car (no winters).

Q.: I have a 1970 MGB-GT which has almost 100,000 miles on it. It has a bad case of cancer in the rocker panels and the rear fenders in front of the wheels. Panels were replaced about 3 years ago, but have gone again. I have no intention of selling the car and want to repair the rust damage.

There is an outfit in New Kensington, PA, that sells fiberglass replacement panels. Do you know anything about them? Is there any place closer I can buy a pair? Is there such a thing as a replacement floorboard? Driver's seat is about ready to hit the road.

-E.C. (Ted) Kavenagh-

A.: The place in New Kensington, PA is Perfect Plastics. They're about the best we know of. The replacement floor boards will probably have to be welded in from another car or adapted. Try a chassis welding company in your area.

Q.: Could you please give me some information about Koni adaptors and shocks for a '75 MGB?
-Paul A. Pangallo, D.D.S.-

A.: Koni adaptors and shocks are available from MG Mitten, Whitney, Paeco, and quite a few other mail-order houses. Also your local parts shop can order them. They are good! I've been using them for 4 years.

Q.: While reading through this particular manual, I come across the following...The BMC Service Factory Exchange Unit Scheme. Have you ever heard of it before? The chapter reads this;

"The BMC Exchange Scheme--the most comprehensive in Europe, has been designed specifically to save you money."

Briefly, the scheme covers practically every major assembly on the BMC car marketed in the last 10 years, and it includes such things as heaters and servo units for brakes, as well as a wide range of instruments. If, for example, you want another engine, the Distributor returns the old one to BMC and they issue one which has been fully reconditioned in one of their own specialist factories. By using this technique the cost is considerably reduced, but not the quality, and each replacement unit come with the same factory warranty as a brand new one.

-Kevin Daniel Cerda-

A.: I am advised by Jaguar Rover Triumph that for some reason this scheme is against the law for them in the country. JRT can not sell rebuilt parts in the United States.

Q.: I now own two B's ('64 & '65). I plan to take the best of both cars and then sell the leftover parts. My '64 is almost completely rusted out in the frame members incorporated in the monocoque. The '65 has a great sounding engine with only 7,000 miles on an overhaul. However, I have a problem. The transmission on the '65 is in bad shape. I would like to mate the '65 engine with the '64 transmission. Is this possible? My local garage says no, but I remember seeing something about it recently. My memory says a minor modification will permit this. Can your mechanical expert give me an answer fairly quickly, as I currently have the '65 up on blocks for an extensive redo, swapping parts from the '64?

-Art Munson-

A. I cannot think of any problems. In fact, I'm pretty sure there aren't any. If anyone reading this knows of anything specific, I'm sure you'll be hearing from them.

QUESTIONS & ANSWERS

TO ALL OF OUR READERS:

THE FOLLOWING INFORMATION PRINTED AS ANSWERS TO THE TECHNICAL QUESTIONS IS CORRECT TO THE BEST OF MY KNOWLEDGE AND THE SOURCES AVAILABLE. IF ANY READER HAS INFORMATION THAT PROVES MY ANSWERS INCORRECT OR MISLEADING IN ANY WAY, I WILL GLADLY STAND CORRECTED. I AM LOOKING FORWARD TO HEARING FROM YOU.

- MICHAEL TRIGG, #78-672
VERY NEW TECHNICAL CHAIRMAN
AMERICAN MGB ASSOCIATION

Q.: Not much Premium (leaded) gasoline is available any longer. What does the owner of a vintage '64 MGB do? (1.) Run on unleaded Premium? (2) Run on Regular!? (3) Modify the engine - if so, how? (4) None of the above? Any suggestions will be helpful and much appreciated. Thanks.

- Hugh Curtler, #78-533

A.: Ah, the good old oil companies sticking it to us any way they can. Here in Western Canada, we are fortunate enough to have good old Chevron leaded Premium, though for how much longer I don't know. The best thing to do if leaded Premium is unavailable, is to use a couple of tank fulls of unleaded Premium, and then, on the third tank use a mixture of 1/2 leaded Regular and 1/2 unleaded Premium.

Modifying your engine to use leaded regular is a somewhat drastic step and is accompanied by quite a loss in power. This is usually done by inserting a spacer between the cylinder head and block.

Q: Is it possible to tell me how many post September 1974 "Cow-Catcher" MGB GT's were introduced to the United States? My driving is pretty much limited to the Long Island area, but I've yet to see a model similar to my own.

- Michael J. Di Leo, #79-950

A: Hopefully one of our readers can help you out, as my info in this department is very sparse. Thanks for the letter.

Q: I own a '77 MGB. I have been told that due to Federal Bumper Height Requirements, the body of the car was raised, reducing the car's cornering ability. How was this done? More importantly, how can I undo it?

- William E. Ralston, #79-935

A: The height of the late model "B" was raised by changing the front cross member, and altering the shackle points on the rear springs. I have heard of people installing earlier cross-members and having rear springs de-arched, but I haven't heard to what success. Perhaps some of our readers could help out.

Q.: Why do all repair manuals I refer to say to pull the engine and transmission out as a unit? I want to do a clutch job, and can't see why I need to pull both. Is there something I don't know?

- James F. Brennan, #79-828

A.: In doing a clutch job on a "B," there are two schools of thought as regards pulling the power unit. My personal preference is to pull the engine separately, leaving the gearbox in the car. This saves having to battle with those horribly designed transmission mounts, that are invariably swollen with oil.

When removing the engine, always leave the two bolts in place, and jack the transmission up so the bolts are hard up against the transmission tunnel. These can be used as guides when installing the engine. To make it a little easier to line up the splines, a socket to fit the lower pulley nut should be used with a 1/2 inch ratchet. Then, with a friend guiding the engine, turn the crank to line up with the splines, this being done with the transmission in first gear.

Q.: I have a 1975 MGB, with a 3/4" front sway bar, and 185/70 tires. Will the addition of a rear sway bar from a later model "B" help or hinder the handling of my car? And if beneficial, is my car set up to accept this bar without too much trouble?

- Peter Cosmides, #76-069

A.: Regarding your question on sway bars; anything is possible, but it would be pretty difficult installing a late model sway bar on the '75 "B," as this model does not have the built in hook up points required. You will probably have better success with a sway bar kit manufactured by somebody like Huffaker Engineering.

Q.: I own a 1977 MGB and have read that performance can be improved by eliminating the catalytic converter and the EGR valve. I have been told that the exhaust manifold on the 1977 is the same as a 1975 non-converter car, and one can simply bolt the 1975 exhaust system to the 1977, without changing the exhaust manifold. Can this be done as such, or is some modification needed? Also, does the carburetor need enriching after the converter is eliminated? Does the intake and exhaust manifold need replacing to get rid of the EGR valve, or can it be plugged easily? Would any of the above changes necessitate a change in ignition timing?

- Darrel Wasinger, #78-622

A.: In my experience, the best thing you can do to improve the performance on your '77 "B" is to remove the single carb, the intake & exhaust manifolds, and front header pipe, and replace them with a dual carb system incorporating a manual choke. All components can be bought used either through a wrecking yard, or a privately owned "B" being broken for parts.

The procedure is relatively simple and could be handled quite easily by someone used to tinkering.

You cannot use the old cannister air cleaners as the brake servo is in the way, but you can install a couple of specialty shop cleaners. The choke cable can be installed in the far left hand corner of the dash on the '77 "B" and a few water hoses have to be either blocked or rerouted.

QUESTIONS & ANSWERS (Continued)

Q.: A "Question & Answer" printed in the Spring '79 Quarterly has had me wondering. A member wrote in and proclaimed that he owned MGB #GHN000613. I find this hard to believe, for it is my belief that no such serial number exists. First, what happened to the "3L" in the serial number ("3" denoting the series of mode, "L" denoting left hand drive). Secondly, why the three zeros. There were no such zeros in early serial numbers. A case in point is my own "B's" #GHN3L60023.

This brings me to my second question. Why do you list the first MGB as GHN000101, when in reality it was GHN3101.

If I am wrong on these points, please let me know.

- Ken James, #78-435

A.: Thanks for pointing out our blunder. You are very correct, the first MGB was GHN3 101. The first MGB GT was GHD3 7 1933. Please see Larry Standifer's question in this column.

Q.: I recently received the Quarterly, and was interested in Jeff Kuell's Question in regard to the age of his MGB. I too, am curious, and have one of the early MGB's. I purchased mine in October of 1962. The dealer would not release it to me, as there were repeated problems with the first MGB's in England. It was called back up to the regional distributor, and finally, signed over to me in early December of 1962.

These are two numbers that could be my car numbers, but I'm not sure which one is the official one. Facing the car, on the inside of the fender, is a small elongated plate with "MGB 000276" and the regular plate, at the left, in front of the radiator with "Car no. GHN3L 235." My question is, which one is the actual number of my car.

I have to tell Jeff about my "older" car, but reading his note brought that to mind. Also, I am curious to know how many MGB's there are in the United States that are older than mine. Would it be in the realm to publish the list of the earliest numbers that you might have as AMGBA members? Thanks for your time, and I hope you can clear up my "numbers" problem.

- Larry Standifer, #79-848

A.: The correct serial number for your car is GHN3L 235. The first MGB built in 1962 had the serial number GHN3 101, so you have a car very close to being one of the first imported into the U.S.A.

The serial number breakdown is as follows:

"G" - Marque, M.G. "H" Engine type 1400 to 1999 c.c. "N" 2 seat convertible. "3" model series. "U" United States Market. "L" Left Hand Drive.

Judging by the other plate, your "B" could be good old number 276, but the real number has it as good old number 135.

ATTENTION MEMBERS! PLEASE SEND YOUR QUESTIONS IN ON TIME! REMEMBER, DEADLINE FOR ALL TECHNICAL ARTICLES, UPKEEP AND PERFORMANCE HINTS, OR QUESTIONS YOU WOULD LIKE ANSWERED, IS 1 APRIL 1980 FOR OUR SUMMER '80 QUARTERLY.

PLEASE WRITE TO:



TECHNICAL CHAIRMAN
Michael Trigg, #78-672
317 N. Dollarton Highway
North Vancouver, British Columbia
V7G 1M9 CANADA

UPKEEP AND PERFORMANCE HINTS

Every three months, remove all four wire wheels, wire brush dirt and dried grease out of splined hub and splines inside wire wheel hub. Repack with a good quality grease and reinstall all four wire wheels. You will be glad you did this if you should get a flat tire on the road. If you don't do this, it's guaranteed you won't be able to remove that flat tire from the hub.

Are you planning a long trip in your MGB? Be wise and install a new electric fuel pump before departing, even if your present one is working fine. Keep the one you removed in the trunk in case of emergency. I gave this advice to a friend who drove from Providence, R.I. to Los Angeles, Ca. He didn't believe me. His electric fuel pump quit out in the boonies halfway to L.A. It cost him \$160 for towing, parts and labor, and three days lodging in a motel while he waited for some backwoods rube to locate the new pump.

- Ron Turchetta, #79-988

We own a '74 MGB which is a never-ending source of amusement and excitement. For example, an impending fire over one's right shoulder while driving was very exciting after the first time it happened. But, it wasn't so much fun the second and third times. Something had to be done which would free us from constantly monitoring the ridiculous batteries and connections in the car. (We average 250 miles per week in the car.) A sealed twelve volt battery in the trunk was so easy to do:

- 1) Throw old batteries away!
- 2) Put two foot cable extension to cable from engine, and lead through any existing hole into trunk.
- 3) Buy any good twelve volt sealed battery.
- 4) Put it in trunk.
- 5) Ground the battery at any convenient place in the trunk.
- 6) Connect cable from engine to battery.
- 7) Experience 12 volts, 400 amps of dependable power!

This easy process freed our minds from thoughts of fire, to experience all the other amusing and exciting things about our MGB!

- Bill and Cathy Prinskett, #79-752

(1) S.U. Carbs In the best of situations, it can be a little tricky to tune and synchronize twin S.U.'s, but certain kinds of wear make the job almost impossible. In particular, in older carbs there is often appreciable wear in the joint between the carb body and the throttle (butterfly) shaft. At idle an appreciable fraction of the engine's air intake is pulled through the resulting leak. Because the relative fraction of air pulled through the leak varies with throttle opening, it is not possible to obtain a jet position which gives good engine operation at all speeds. Often, the presence of objectionable wear can be detected simply by tugging on the end of the shaft opposite the linkage. If this leaves the mechanic uncertain, the following check is more definitive. Start the engine and establish a smooth idle. Then spray WD40 on the shaft ends at the shaft-to-body joint. This will momentarily reduce the air leak. If the leak was appreciable, the engine speed will change noticeably. The correct fix for an objectionable leak is installation of an oversized shaft, but the following cheap fix works well for me.

Run a die over the free end of the shaft., cut threads as close as possible to the carb body. During this operation, hold the other end of the shaft by the linkage; do not jorce the butterfly-to-body joint by holding the carb body instead of the shaft. Punch a hole in some teflon or rubber gasketing material and cut out an appropriate sized washer. Push the washer over the shaft; a good, snug fit is desired. Follow the elastomer washer by a metal backup washer and a nut. Lubricate the seal between the washer and the carb body and tighten the nut until the shaft rotation begins to feel slightly tight. Lock the nuts. Silicone bathtub seal is good for this job because it comes off easily. The elastomer seal is apparently effective at reducing the air leak on its side of the carb, and pulling the shaft over very slightly apparently allows the linkage to reduce the leak on the other side. Do not overtighten the nut or the throttle return springs will not be able to close the throttles smoothly.

(2) Rocker Shafts Top end lubrication on MG engines seems to leave something to be desired; most of the engines I have worked on have scored rocker shafts. The correct solution to this problem is to replace the rocker shaft and rebush the rockers, but the following cheap fix works well for me, although it would obviously not be applicable for high performance applications. Most of the wear on the rocker shaft will be on the bottom, and the shaft will usually be worn worse than the rocker bushes. If the top of the shaft looks good and the bottom is not worn extremely badly, rotate the shaft 180° on its axis and re-use it. It will be necessary to drill out one locating hole, and in doing this, it could be remembered that the shaft is hardened. I also filed small grooves leading from the shaft oil holes to provide better alignment with the slots in the rocker bushes. Carefully clean out any debris which gets into the shaft. Examine the rocker bushes and re-use them if they are not in bad shape. I have tried this on one engine, and the top end is fairly quiet.

(3) Fuel Tank Sending Unit On the MGB's with the three main bearing (18GA series) engines, the fuel gauge is subject to sporadic violent changes in reading. In my case the cause of these was lack of a good ground in the fuel tank sending unit. The original ground was through the bushing in which the float arm pivots. The problem can be solved by using a fine, flexible wire to provide a good ground for the circuit. Solder the wire to the float arm and route it to the body of the unit in such a way that it allows free motion of the float. Drill and tap a hole in the body and use a screw to locate and ground the wire. If the hole completely penetrates the body, seal it carefully. Use a wire of large enough cross section to carry the current without heating, or use several wires in parallel. My notes are incomplete, but I think that I used two strands of wire from a piece of 16 gauge household lamp cord.

- George Fisk, #79-881

In answer to Russell Skillman of Crystal Racing. He could try:

British Automotive
579 Garfield
Eugene, Oregon 97402
(503) 484-2043

They are manufacturing close ratio gear sets for early MGB boxes.

- Mike Giossi

SEND ALL "UPKEEP AND PERFORMANCE HINTS" TO:



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