



### How to give your MGB V8 power

Veloce has published a softback version of the revised fourth edition they had previously released as an e-book in June 2014. This will be welcomed by many MGV8 enthusiasts as a printed version is so much easier to browse as a reference source. Roger William's book has been regarded as the authoritative guide to V8 conversions for many years, but the revised edition incorporates useful updates and clarifications.

The content covers the enhanced range of engine and suspension options that are now available and the consequent performance increases. The 224 pages are generously illustrated with good photos and diagrams throughout. It continues to be a book of real substance with an intelligent approach to thinking through the range of options and strategic issues you will need to focus on and weigh up at the outset when planning a V8 conversion of an MGB - for example what car do you use and what engine and gearbox combination do you need? But it also has a wealth of useful detail too on cooling, suspension and electrics.

The Buick-Rover aluminium V8 engines are still the easiest to install in the MGB and there are few cars you can transform so easily. The transformation on fitting a 3500cc 200bhp engine produces a 100% increase in power without an increase in weight or front-to-rear balance. Since the first book was first published some 20 years ago 3900, 4200 and 4600 engines have been produced offering the prospect of quite startling performance in an MGB. So an early chapter acts as a guide to the radical changes needed to transmit increased power outputs to the road and provide safe roadholding and handling.

The suspension options for the MGB have undergone major development over the last 20 years, not least from the spin-off from RV8 production, but also with the availability of the popular Hoyle suspension upgrades. They are described mentioning their useful features front and back, not least the ability to fit independent rear suspension and disc brakes using readily available Ford UK parts and even a Sierra LSD. Roger Williams emphasizes you need to think in terms of compatible front and rear suspension combinations.

Braking capacity requirements will depend on your choice of powerplant and the wheel size may be determined by a need to accommodate larger brake callipers and discs. Supplies of 15" Minilites and recently the attractive all-alloy 15" Dunlop composite Factory V8 look-alike wheels from Clive Wheatley are convenient choices.

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