

How to give your MGB V8 power by Roger Williams - Veloce Publishing

Foreword by Clive Wheatley

Having known Roger Williams for too many years to mention, I am delighted to have been asked to write the foreword to this third edition of *How to Give Your MGB V8 Power*. He had the foresight during years of research to compile the first edition of this book. During this time we worked closely together and I can say with confidence that the new edition will be the mine of the information that an individual needs to carry out a successful and well-balanced MGB V8 conversion.

There is no doubt that Roger's first book has already helped many enthusiasts realise their dream, as the number of conversions registered with the MG Car Club's V8 Register alone confirms. This new edition is timely in the sense that, with commercial production of the Rover V8 engine at Solihull finally coming to an end as I write this, one might be

forgiven for thinking that the future of MGB V8 conversions is less than bright. The truth, however, is vastly different as any enthusiast contemplating such a conversion is better served now than at any time in the past. In this third edition Roger has covered more engine options than in earlier editions and takes into account the numerous developments that have become available from the growing and dedicated network of specialists.

Roger's style is easy to read yet informative; he writes from a practical 'hands-on' point of view, encapsulating the experience of many converters, professional and amateur in the UK and USA.

Looking back it seems we've come a long way since the early 1970s when Ken Costello had the vision to transplant the Rover V8 engine into an MGB. His success

did not go unnoticed by British Leyland which was spurred-on to develop its own GT V8, a car which ultimately never quite realised the success it really deserved. When production ended in 1976, a mere 2591 cars had been produced. In 1993 a V8-powered MG returned briefly to the scene with Rover's limited-production MG RV8. However, as good as the RV8 is, many enthusiasts still seek the satisfaction of building their own car to their own specifications. Having served countless V8 conversion enthusiasts over the years, this is a desire I can well understand, and, at the end of the day, helping such enthusiasts realise their dream is what this book is all about.

Enjoy and happy V8 motoring.

Clive Wheatley