

Member Featured Car for April 2009

Mike Maloney's 1974 SEBRING-GT with 3.9L Rover V8

By Mike Maloney

Owner: Mike Maloney
City: Tipp City, OH
Model: 1974 MGB-GT
Engine: Rover aluminum 3.9L V8

I originally purchased the Sebring GT replica from a Ford dealer in San Angelo Texas. The previous owner had traded it in on a new Ford "150" pickup! It came with the Sebring body kit and also had a fiberglass MGC bonnet. (It now has a standard aluminum MGC hood.) After getting the car back to Ohio, a Chevy 4.3L V6 was installed (obtained from a 1988 Astro minivan) along with a 3 speed automatic transmission and standard MGB differential. The V6 headers were fabricated from



three complete sets of tubular Astro van headers. The car ran for a few years with this arrangement but I never was happy with this transmission/rear end arrangement, primarily due to the high rpms at cruising speeds. When my friend Tom Hoagland in Adrian, Michigan, had a customer back out on an upcoming V8 conversion, he offered to install the 3.9 V8 into my GT at a reasonable cost. I jumped at the chance. After the V8/5 speed conversion was complete, a Clive Wheatley 3.07 crown wheel/pinion was installed in the standard MGB differential. The .073 overdrive gear combined with this rear end makes for very relaxed motoring, along with brisk acceleration.

Here is a link that has 20 plus pictures of my '74 V8 Sebring GT and my '78 orange V8 roadster: <http://rides.webshots.com/album/546617929FMumab>

Engine: Rover 3.9L aluminum V8 rebuilt with 9.35:1 compression ratio pistons (stock bore) and a 10-10 grind on the crankshaft. Crower 50230 camshaft. Duplex timing chain. Upgraded oil pump. Remote oil filter. Buick four-barrel intake manifold. Edelbrock 500 carburetor. Pertronix "Ignitor" breakerless ignition and Pertronix "Flame Thrower" coil. Delco-Remy alternator.

Cooling: Later model ("rubber-bumper") MGB radiator with inlet and outlet ports repositioned (i.e. the original port locations are blanked off.) Spal electric cooling fan (pushing).

Exhaust: MG RV8-style (through-the-engine compartment fender wells) 4-into-1 headers going into a single muffler.

Transmission: Borg-Warner T5 (nwc) 5-speed, with 0.073:1 fifth gear. 10" clutch with McLeod HTOB. Custom driveshaft.

Rear Axle: Clive Wheatley 3.07:1 CW&P installed in the MGB axle. (0.218 thousandths removed from original MGB carrier.)

Front Susp.: Standard, with castor reduction wedges fitted (to reduce steering effort).

Rear Susp.: Standard, with tube shocks in lieu of lever shocks.

Brakes: Standard MGB brakes.

Wheels/Tires: Koenig "Rewind" 8-spoke aluminum wheels, 15" x 7" with zero offset.

Body: Complete MGC-GT "Sebring" body kit, including fiberglass flared fenders and valances.

Interior: Mountney 14" steering wheel

Electrical: MGB wiring harness, refurbished. Two 12 volt batteries hooked up in parallel with separate grounds, in original twin battery boxes.