

1965 MGB #42 Racecar Modifications and features

The car is a 5 main bearing, chrome bumper MGB. I last raced it in 2008 in VARA and HSR-West, as a Group EP racecar.

The car was purchased as a racecar from previous owner, who campaigned it from 1983 through 1993.

I bought it in 2005 and stripped it down and brought it up to meet the current requirements for VARA at that time, racing it in 2007 and 2008.

ENGINE & COOLING:

2 races on current engine since build
5 main bearing 4 cylinder 1800cc 0.020" overbore, high compression
Hardened valve seats, modern valves
Vintage racing cam, nitrided
Alloy roller rockers
Isky racing valve springs & retainers
Stock head, ported
Wedge crank
Lightened & balanced rods
Aluminum flywheel
ARP hardware
Baffled oil pan
High performance oil pump
Oil cooler
Accusump oiler, 2Qt
Spin on filter
Alloy radiator
Tuned header to straight pipe (performance muffler also available)
Converted to alternator

IGNITION:

Mallory Centrifugal distributor, pointless
Mallory High energy electronic ignition with rev limiter
Mallory high energy coil
Single 12 Volt battery (new)
Gear reduction starter motor

FUEL:

ATL SP112 fuel cell, dual pickup
Dual electronic fuel pumps
Burns 100 octane or above race gas
Dual SU carbs with cold air intake, K&N filter

GAUGES:

Fuel level, VDO
Battery Voltage, VDO

Oil Pressure, VDO
Oil Temperature, VDO
Water Temperature, VDO
Stewart Warner Tachometer with shift light

GEARBOX:

MGB Case with 4 speed close-ratio gears, purchased from Huffaker Racing and rebuilt
HD clutch

SUSPENSION:

Ron Hopkinson Sway bar kits, front & rear
Telescopic rear shocks (Koni)
Panhard rod rear end
Quaife ATB limited slip differential
Lowered rear end
Lowered front end
Camber kit
HD shorter front springs
Stiffer rear springs
Minilight alloy 15 inch rims (fit regulation DOT race tire), 2 sets
Urethane bushings
All removable suspension parts powder coated

BRAKES: (qualify as production)

Stock front calipers, slotted and drilled rotors
Front Pads: Hawk Black
Rear drum brakes with uprated hydraulic cylinders (MGB-GT, larger diameter)
High performance rear shoes
Dual master cylinder, dual plumbing per regulations
CuNi brake lines with stainless braided flex lines.

OTHER:

Kirkey seat (KIR-47500, 16") with cover
2.3L AFFF Fire Suppression system (CO2/water/foam)
AMB Transponder (TranX260 direct powered)
In-car lap time display (AMB)
Wideband Air/Fuel ratio meter
Quick-release (Longacre) steering wheels:
 Momo (for racing)
 Wood and alloy MG (for show)
Modern wiring harness
5 point safety harness (needs to be re-webbed)
New fuel cell foam in box
Plumbing: AN fittings, SS braided line or silicone line as appropriate
Suspension components powder coated

Items in picture:

- Tow bar (previous owner used it to take to races, I used a trailer).
- Wood steering wheel (not legal for racing now, Momo wheel included for racing)
- ATL fuel cell replacement foam
- ATL fuel cell misc spare fittings
- Set of 4 alloy wheels (spare set)
- Original air filters, K&N
- Low restriction muffler (for tracks requiring noise control, such as Laguna Seca)
- Original license plate
- Mirror (not currently mounted)
- Windscreen (not currently mounted)