

TECHNOTES

DISPLACEMENT DIFFICULTIES

I intend competing with my MG-TF Series 1300 cc capacity, but as the regulations in this country allow cars up to 1500 cc capacity, I find myself at a disadvantage. Having a spare engine of the TC Series, 1200 cc capacity, I am interested to know whether you consider it possible to raise the capacity of this engine. Possibly you can advise me as to the type and size of pistons, connecting rods, the convenience of using rods made of aluminum, and also what changes should take place in the camshaft and fly wheel. Please let me know the name and address of the dealers in the U.S.A. from whom I can order the parts that have to be changed.

Trusting that your useful and learned advise will help me in the problem mentioned, I remain,

Jorge Sanguinetti
c/o Fabrica Nacional de Papel S.A.
Dept. Colonia
Uruguay, S.A.

I presume both your engines are 1250 cc (2.618" bore), as there never were 1200 or 1300 cc engines. You can bore out .040" according to MG factory info (for 1285 cc), .060" according to most others (for 1300 cc), and .080" (for 1325 cc) if you want to

be a dare-devil. If you bore really big (0.125" over on the TC gives 1360 cc), you will have to put in sleeves as the cylinder walls aren't thick enough. For pistons, write to:

Jahns Quality Pistons, Inc.
2662 Lacy Street
Los Angeles 31, Calif.

Tell them the bore size you have chosen and that you will be racing.

When you install the bored-out TC engine in your TF, use your TF head, manifolds and carburetors for the larger valves, better porting, and higher compression ratio. (The 1250 cc XPAG-TF is 8.1/1, the 1500 cc XPEG-TF is 8.3/1, while the TC was only 7.2/1.) If you like, take .060" off the head. When using the TF head, you MUST use the so-called "intermediate" head gasket for late TDs. It is distinguished from other MG head gaskets by having one large water hole at the rear.

Use stock connecting rods (polish them if you like) and don't modify the camshaft. The flywheel may be lightened about six lbs.

CROSLLEY CHANGES

I am building my second Crosley Class

"H" Special and have come up against two problems.

There is an Italian crank for the Crosley engine which is stroked two millimeters to bring the displacement up to Class "H" limits (750 cc). On my first engine I bored it .040" to bring the displacement up. Do you think, assuming everything else equal (comp. ratio, etc.) the stroked crank would justify its cost (\$175) over a bore job (at \$40)?

In an attempt to get around the siamesed intake ports, I have considered building up a divider to split the ports into two halves, approximately 1/2 x 1 1/4 inches.

With these divided ports, I plan to use four Amal carburetors. Do you think this setup would show any appreciable advantage over stock ports with two Amals?

N. R. Von Dwingelo
Storrs, Conn.

Take the \$40 bore job and spend the \$135 difference on a set of red coveralls. Your port dividers are an excellent idea if you can avoid drastic changes in cross-section anywhere in your manifold. The advantage is that you may now tune your intake system to a particular rpm. You won't find it necessary to go to much, if at all, smaller Amals with separate ports.

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