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NOTE: Our Brochure offer has apparently confused some people. We are NOT SELLING the brochure . . . it was made up (at some expense) to give all the details of Devin bodies & chassis; dimensions, how-to-do-it instructions, which body fits which chassis, and so on. We put a \$1.00 charge on to eliminate the squirrels who collect paper. The \$1.00 is refunded to anyone who subsequently orders a body.

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TECH NOTES

KARMANN-GHIA PORSCHE?

I own a VW Karmann-Ghia, pretty but gutless. I'd like to put a Porsche engine in it, not for racing, just driving. What tips can you give me on installation difficulties, weak points and all that sort of thing.

R. W. Hammond
Gibsons, B. C.

There's absolutely no trouble involved in mating the engine and gearbox as the earliest Porsches used VW cases for both. Subsequent changes have been spread over such a long time that they all still fit. I don't think the K-G will present any problems not met and already overcome by some VW sedan owners. The first shock is when you find that the larger valve cover of the Porsche interferes with the "frame" — near the bumper mounts. When we did this job (back in '53) we were in a big hurry to get to that race and surprise the MGs, so we just carved up the frame.

If it had been my own engine, I would rather have reshaped the valve covers by cutting off the offending rear corners and brazing in a flat piece that would just clear the rocker arms underneath, but it would still be a tight fit. The old accelerator cable can be cut and its end tied (literally) to the Porsche throttle rod. The VW choke cable can be just tied up in a knot and thrown away, as the accelerator pumps are so large on the Porsche's Solexes. Or you can put it to use as a hand throttle.

The next serious problem is the muffler. The VW's won't fit the Porsche engine and the Porsche's won't fit inside the VW's body. The solution is to take one or the other to a muffler shop in your area and have them modify either the VW's connections to the cylinder heads or shorten the Porsche muffler's can.

But now that you've got all this power, I strongly recommend that you fit 1954 or later Porsche aluminum brake drums and backing plates, especially to the front wheels. Otherwise your K-G will be vastly under-braked. For VW sedan owners, the K-G's stabilizer (anti-roll bar) kit is to be recommended as it only costs about \$10.

WIRE WHEELS

I own a Volvo which I think would look great with wire wheels and knock off hubs. What are the advantages of wire wheels and the stock disc wheels? Are there any special problems involved in converting? Would a set of wheels from an Austin Healey 100 be satisfactory? Where can I get the necessary parts? How much will all this cost?

John V. Twelker
San Diego, Calif.

Wire wheels look prettier, cost more and can let more air get past the brake drums to cool them. Their strength depends on the number of spokes and their disposition, as well as their size. Some wire wheels are stronger than the disc wheels they replace, for instance on the Triumph and Morgan, but this is not always so.

One drawback to wire wheels is that the weight of the hub and the wheel often exceeds that of the disc wheel. This increase

in unsprung weight reduces cornering ability and, to a small extent, riding comfort.

The usual method of converting is to obtain a splined or toothed adaptor hub which can be bolted to the brake drums with the old wheel bolts. The wire wheel is fitted over this and fastened on with the knock off hub cap. Since Triumphs fit their wire wheels by means of such an adaptor, they would seem to be your best bet. The difficulty with the Volvo is that it has a five bolt attachment whereas the TR uses but four. Check the diameter of the bolt circles to see if the adaptor hub can be drilled to suit the Volvo's bolt pattern.

The Dayton Wheel Products, 300 So. Monroe St., Xenia, Ohio make wire wheels using "dental drive" instead of splines. They now market adaptors and wheels for the VW and Porsche and probably will make some up for your Volvo.

3.8 JAGUARS

Would it be possible to give me a few details on enlarging the D-type Jaguar engine to 3.8 liters: The bore size required for 3800 cc. The availability of pistons of this bore size. Are any alterations to be made to the head? The availability of a suitable head gasket. Is there a change in valve size?

Michael E. Morris
Indianapolis, Indiana

For exactly 3800 cc, my slide rule comes up with 87.2 mm bore. But those who have already tried this enlarging trick seem to have settled on either 87 mm which gives 3785 cc or 3-7/16 (3.4375 in) which gives 3810 cc. Alfred Momo uses the former and further to be on the safe side, he now bores the block extra large and drops in sleeves. This isn't always necessary but as his second 3.8 cracked a block, he's done it ever since. The factory makes 87 mm pistons for the racing department, but these are not for sale to the general public. Momo got his first ones from Jahns. To get the desired comp. ratio (9.7 or 10.0 to one), the wrist-pin hole was lowered. However, the boss wasn't and so the pistons were none too strong. Perhaps if enough of our readers ask them to, Jahns will come up with a modified pattern for 3.8 Jags. The standard steel head gasket is trimmed slightly so that its edges won't get burnt.

The works D-types have a special head (also not available to the public) with intake valves 2" x 45° at 35° from vertical (same as stock) and exhaust valves 1-11/16" x 45° at 40° from vertical, 5° more than the stock head. Because of this last-mentioned item, it isn't possible to bring a standard head, D-type or otherwise, up to works specs. After all, there are limits to what can be done with a portable grinder! The standard D uses 1 7/8 x 30° intakes and 1 3/4 x 45° exhausts, the latter being the same as the XK-140MC and XK-150. I would not go beyond these sizes.

Stephen F. Wilder

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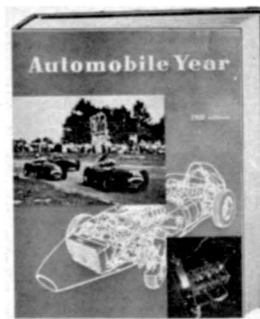
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