

# HOW DO YOU LIKE YOUR MG SERVED? V3

## SUNNY SIDE UP

An Australian Owner's perspective - Prepared by Rick Foster

This paper has been developed to describe my preferences for road-going handling performance of my MGB, MGTF and Volvo V40 T4 Turbo.



My 1971 MGB



My 2002 MGTF



My 2015 Volvo V40 T4 Turbo

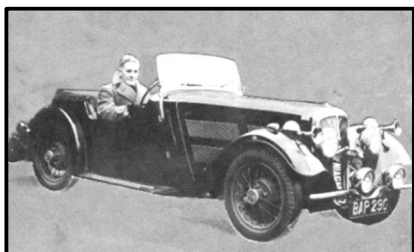
### Driving Style

From considerable experience in building and racing cars, I have settled on a preferred type of driving style which is reasonably aggressive but consistently smooth, especially on public roads.

My personal handling preference is a softer rear end which allows the car to “squat” whilst accelerating providing the best possible adhesion and a stiff front end promoting oversteer. Accordingly, the discussion on suspension (see last page for link) addresses the principal car handling characteristics that are found on stock MGBs with notes as to what I aimed to achieve.

### Is my driving style inherited? See reference on Page 2.

Dad competed in reliability trials at Brooklands pre-WW2 in his BSA Scout and during the 1950s, was the Mbale - Kampala Stage Director in Coronation Safaris in East Africa (later the “Safari Rally), so maybe?



Dad's 1933 BSA Scout



Dad's 1957 MGA in East Africa

### My Motoring Background

#### Riley One Point Five

My involvement with motor sport started at age 17 when I was an indentured Marine Engineering Cadet at College in Liverpool, England. I lived in the Company hostel where, to encourage our engineering experimentation, there was a fully equipped mechanical workshop with ramps, welder, air compressors, a hydraulic press, a lathe, and a full range of tools.

I had purchased a 1959 Riley 1.5, a 1,500cc twin SU engine car with suspension, as it turned out, remarkably similar to the MGB, i.e., rear leaf springs and lever arm dampers, front lower wishbones with lever arm dampers and torsion bar springs.



My Riley “One Point Five”

Many a cold night I spent working on that car. Remarkably I discovered that by judicious juggling of the engine cross member, I could remove the sump pan, crankshaft and pistons from below. This allowed, without engine removal and drawing back the bell housing and removing the clutch and flywheel, careful replacement of the main crankshaft oil seal - the leakage through which had me in constant trouble.

### Triumph Herald

Many years later after I had settled in Australia, I purchased a wrecked Triumph Herald Coupe. This was a 4 cylinder 1,200cc twin 1 ¼" SU carburettor engine car with transverse leaf spring and telescopic dampers at the rear and coil over shock wishbone suspension at the front.

Having a separate chassis, I removed the entire body and fabricated a lightweight aluminium body as a replacement. A Triumph Herald Vitesse 6 cylinder 1,500cc engine was swapped in.



This car was mainly used in the NSW State Hillclimb Championships as well as some dirt circuit work.

### Ford Cortinas

1. From time to time my everyday car, a 1600 MkII Ford Cortina was used for club track work as well as towing the Triumph (shown prior to the re-bodied version).



2. Next was an earlier 1,500cc Cortina, rebuilt as a dedicated race car, bored out to 1,650cc with a single 45DCOE Weber carburetor.



### Ford Anglia

Subsequent to the previous Cortina being written off, a partially constructed Ford Anglia was acquired, the body work had been modified to include aluminium panels and flared guards. The intact 1,650cc Cortina engine was installed after the fabricated camber adjustable front suspension, 'A' frame rear live axle with Watts Linkage and a full roll bar was installed.

This was the car which I continued to participate in the various club races and the NSW State Hillclimb Championships, see here at Amaroo Park for the annual 6-hour relay race and at Mount Panorama Bathurst where the competition was up through Forrest's Elbow, The Dipper, The Esses and ending at Skyline.

She and I were runners up in the 1976 Manly Warringah Sporting Car Club Championships.



### **Bobbin Holden**

The last race car I was involved with was a specialist open wheel Hillclimb car. With space-frame construction, independent suspension and a Holden 2.5 litre 6-cylinder methanol injected engine!



### **Road Cars –**

Many including a 1972 GT Falcon, Subaru Impreza WRX, my current VOLVO V40 Polestar Turbo

### **East African Safari reference**

<https://www.standardmedia.co.ke/sports/article/2001416544/safari-rally-was-an-easter-extravaganza-to-hail-the-queen>

### **Technical Papers**

I have written several technical papers as listed below - click on the link to open.

MGB Engine Tuning

<http://nebula.wsimg.com/6ce2fc566e1fddda431f079b8aa9a9a5?AccessKeyId=28A1E6251CFF04C6D154&disposition=0&alloworigin=1>

MGB Wiring Diagrams

<http://nebula.wsimg.com/b6dc1574b0f5a668c795341f4f4994b9?AccessKeyId=28A1E6251CFF04C6D154&disposition=0&alloworigin=1>

MGB Suspension Discussion

<http://nebula.wsimg.com/93046481b6aab759d1413cb4da0a2386?AccessKeyId=28A1E6251CFF04C6D154&disposition=0&alloworigin=1>

MGB Tools and Spares

<http://nebula.wsimg.com/5f6105f39bfbfea920801d7f719986e1?AccessKeyId=28A1E6251CFF04C6D154&disposition=0&alloworigin=1>