TOM'S HEAD

I thought it may benefit other owners of B-series engine powered MG's to be made aware that cracked cylinder heads, to which these engines are somewhat prone, can be very successfully salvaged.

The heads in these engines get especially hot in their heart shaped combustion chambers at the tips of the peaks between the inlet and exhaust valves, on the side opposite the spark plugs, especially in the two middle chambers. I've read somewhere long ago that this is one of the reasons these engines can "run on" after switching off. Those tips get so hot they act as "glow plugs" causing ignition.

Over 30 years ago, a patient gave me a "big inlet valve" "O-series" head off an Austin 1800 Mk II. As with so many of these heads, it was quite badly cracked. This head was repaired by "stitching" and some flow work was done on the head at the same time.
This repaired head has performed faultlessly on my 1965 MGB Mk I for the next 30 years and well over 100,000 miles. It remains in use and continues to perform extremely well.

Recently I decided to have the original head for my MGB Mk I refurbished in readiness for whenever I ultimately decide that a rebuild for my 250,000 mile engine next becomes due.
It turned out that my original head was cracked too. So it also has now been stitched. The opportunity was again taken to have the head optimised by combustion chamber and port flow work.

You can make out the three stitched areas. They are the two T-shaped dotted areas opposite the two middle combustion chamber peaks and a third smaller repair in between, near a water passage.

Regards Tom
(Tom Aczel)