

Private sale – V8 Roadster in British Racing Green

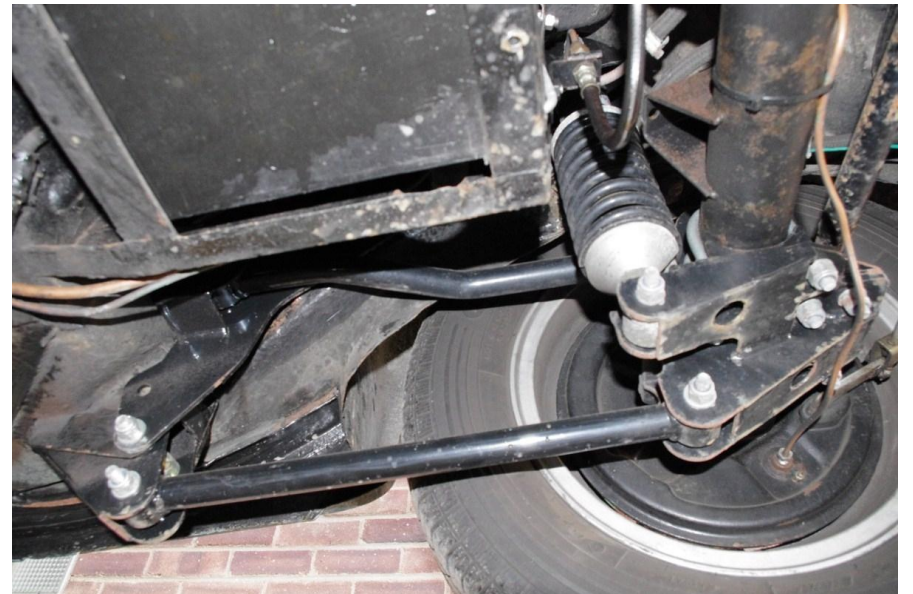
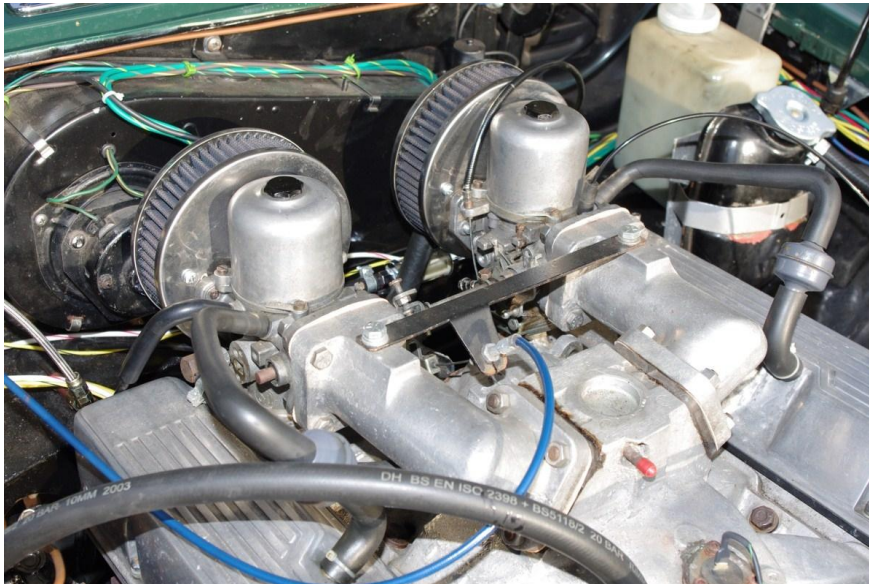


MGB V8 Roadster conversion (78T) BRG, Rover V8, 95,306 miles, chrome bumper conversion with a reconditioned windscreen frame. No visible rust and fully waxoiled. Many major improvements since the car was acquired in 2003: 3.9l engine rebuilt to high specification, Viper Hurricane fast road camshaft, high torque starter, Clive Wheatley RV8 exhaust manifolds & steady bar, R380 (RV8 type) 5 speed gearbox and a Clive Wheatley V8 3.07 axle. Full Costello Frontline suspension front and rear, coil over gas dampers, rear Panhard rod and 5 link trailing arm. New AP Princess 4 pot callipers on front brakes, electrics fully rewired and modernised with a 6 relay custom loom, new alternator and a Mallory electronic distributor. Re-trimmed interior in Barley with Classic leather seats, reconditioned dash, new mohair hood with zip-in rear window, full tonneau cover and hardtop included. MGB LE alloys including spare. Four speakers fitted for the radio. Full history since 2003, some earlier. MOT to April and tax May 2012. Price **£10,995**. 021111 Contact Steve Musgrave on **01245 224919**. Location: Essex

Private sale – V8 Roadster in British Racing Green



Re-trimmed interior in Barley with Classic leather seats, reconditioned dash.



Rear Panhard rod and 5 link trailing arm

Private sale – V8 Roadster in British Racing Green



History

This car was originally restored and converted to V8 power by a former owner in the mid 1980's, using a 3.5l. SD1 engine, married to a standard MGB gearbox and rear axle. I have owned it since 2003 and since then I have carried out a complete upgrade of its mechanical specification, re-spray of paintwork and renewal of trim. The bodywork has shown no signs of significant rust problems since coming into my ownership, being well protected with waxoyl, all MOT's passed on bodywork. The mileage covered has been absolutely minimal – most of the time having been under restoration and improvement. The car has been garaged without exception since I acquired it.

Components renewed or refurbished are:-

Engine

3.9l. engine, dynamically balanced/lightened, with new pocketed pistons, new rings, main shells, big end shells, and a Viper Hurricane fast road camshaft, since when it has covered only a few hundred miles. Replacement water pump. High torque geared starter.

Induction & exhaust

Twin HIF6 SU carburettors, mounted at rear of engine bay and feeding into original Rover SD1 manifold through a custom built extension (the "cleverly executed unique solution" shown in Roger Williams "How to give your MG V8 Power" p. 43 of 1999 edition, p. 155 of 2006 edition). RV8 type exhaust manifolds & steady bar by Clive Wheatley, two silencer boxes fitted in-line for refinement, fitting of single replacement to enhance V8 burble easily possible.

Transmission

R380 5 speed gearbox with shortened remote control section to utilise original gear lever opening, supported by RV8 cross member and mounts. SD1 clutch, bell housing and hydraulic cylinder. Heavy duty prop shaft custom built by GKN. Driveline (Hardy Spicer). 3.07 high ratio rear axle by Clive Wheatley. Speedometer accurately re-calibrated for new transmission by Speedy Cables

Bodywork/Trim

The car has had an unusual earlier modification neatly to recess the rear number plate. Resprayed Conifer Green by MW restorations. Restored windscreen by The Windscreen Clinic. Interior is completely re-trimmed in Barley carpets and panels with Classic leather seats. Motolita leather steering wheel. Reconditioned dash, Mohair hood with zip-in rear window and hardtop included.

Suspension

Replacement steering rack, with Brown & Gammons castor angle modification to reduce steering effort. Costello Frontline front telescopic suspension conversion with specially developed gas dampers (current new price £690 plus VAT). Frontline 5 link rear suspension conversion using Panhard rod, coil springs, and gas dampers (current new price £1295 plus VAT).

Brakes

Rare newly manufactured AP Princess 4 pot callipers on the front brakes using drilled disks. A set of Peugeot 505 ventilated disks with spacer kit is included for conversion if required.

Wheels and tyres

Alloy wheels (14") as fitted to the MGB LE, total five to include the spare. Road wheels fitted (some six years ago) with Goodyear Eagle NCT3 tyres, tread measures 7mm or better all round.

Electrical System and Ignition

Completely rewired and modernised using custom loom and 6 relay block by Advance Autowire (USA). New replacement alternator. New Mallory distributor, with optical electronic ignition module (no points).

Note: where a component is described as new, this was purchased as new and fitted during my ownership of the car.