Completed tall windstop from behind the cockpit.

Completed tall windstop from the offside.

Neat upholstered hole in the half tonneau cover.

Neat upholstered hole in the half tonneau cover.

Removing the windstop involves unscrewing the wing nut securing the windstop to the fixing blocks on the new tonneau rail

With the windstop removed the fixing block sits neatly in the tonneau. Angus had these holes made by a local trimming company who was a tonneau specialist as he wanted the result to look a professional job.

New rail in stainless steel replaces the standard tubular tonneau rail.

Cartridge and tongue fixings so the new rail can be split for stowage.

Windstop fixing block supplied with the windstop kit on the new rail.

Nearside lug on the new rail fits into the tonneau rail socket.

New rail splits for convenient stowage.

RV8 windstop for the taller driver
Angus Munro wanted a windstop but as he is quite tall had to think of ways of adapting the standard windstop. Here he describes the project and in a copy of this note, illustrated with photos, available on the V8 Website he provides a detailed guide to fitting a windstop plus provides a drawing of the new rail too. (Jul 09)

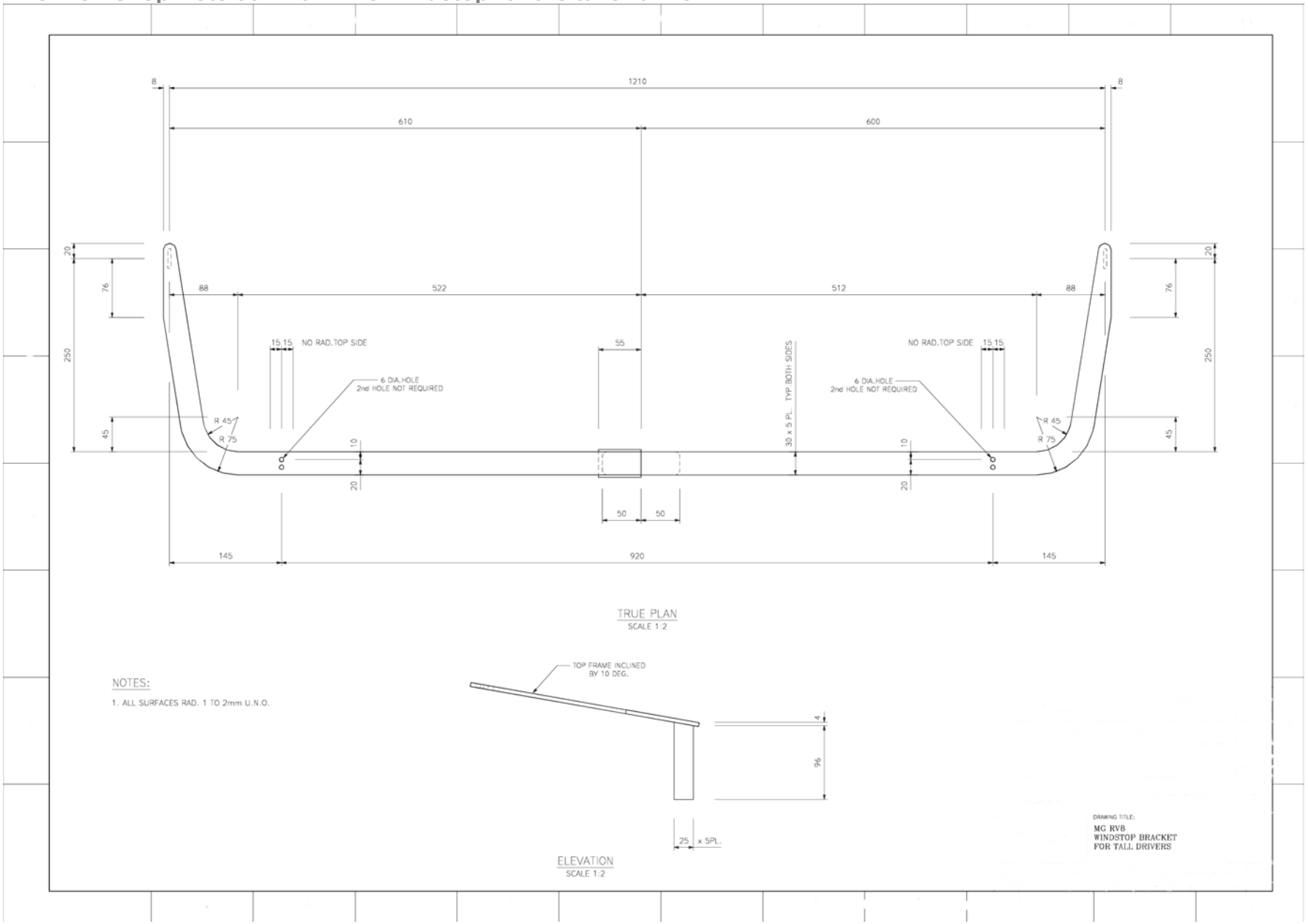
Being of the 6ft frame, I found that the standard windstop solution did not allow the driving position I require for comfort in the small RV8 cockpit. A standard windstop, as supplied by Newton Commercial, fits between the seat back and the hood in the lowered position. This solution spans the hood, above the hood cover, thus allowing the seat to be as far back as possible.

Now all credit to Ian Cranston for his RV8NOTE127 which sets out his very clever idea. I got the idea from Ian and with the aid of a CAD programme, simply made a model and the subsequent drawing along with certain design changes. The drawing makes fabrication easier. The main problem that I found with Ian's method was that the tongues of the tonneau rail were too short to reach down to the brackets because the hood takes up too much space. I also wondered how stiff the rather thin tubing of the tonneau rail provided as original equipment might be. That said, I think the idea is Ian's and I thank him for the inspiration.

I chose to make my "rails" in stainless steel. Mild steel, painted, would do just as well and is a lot easier to work with. I also had a local trimming company make the holes for the MGF brackets to penetrate. A trimming company was utilised because I felt the cosmetics were important. As you may see from the photographs the result was worth the expense. Incidentally I was able to obtain a secondhand windstop for £50 which seems to be the going rate for them.

What windstop was used?
Angus used an MGF windstop supplied by Newton Commercial. It has an anodised aluminium frame with a nylon mesh. When erected, the windstop cuts down the backdraft and buffeting of the back of your head very effectively making the open cockpit much more comfortable. As Angus notes "previously I had to remove my cap at around 55 to 60mph for fear of it blowing away, but with the windstop the cap stays on even at higher speeds!". An added advantage for ladies is they do not suffer from their hair whipping around on their face in the backdraft!"

Newton Commercial website:
http://www.newtoncomm.co.uk/cars/mgf/product.jsp?ref=2570&series=141&type=6


1210
610
600
8
88
522
512
15.15
NO RAD.TOP SIDE
55
6 DIA.HOLE
2nd HOLE NOT REQUIRED
30 x 5 PL. TYP.BOTH SIDES
R 45
R 75
10
20
50
145
920
250
76
45
TRUE PLAN
SCALE 1:2
NOTES:
1. ALL SURFACES RAD. 1 TO 2mm U.N.O.
TOP FRAME INCLINED
BY 10 DEG.
4
96
25 x 5PL.
ELEVATION
SCALE 1:2
DRAWING TITLE:
MG RV8
WINDSTOP BRACKET
FOR TALL DRIVERS