

Contents & Index

Omnibus Edition

V8 Workshop Notes

V8 Register – MG Car Club

Online Update

Intentionally blank page

The V8 – the MG with effortless performance

Launched in August 1973, the V8 powered MGB combined the popular fixed head coupe body style with a powerful three and half litre light alloy V8 engine. The Rover powerplant ran with a reduced compression ratio but an increased torque compared with the similar engines then used in the Rover saloons. The result transformed the MGB creating a very nimble car with the luxury of multi-cylinder power which is both flexible and economical – features which continue to have a special appeal for V8 enthusiasts today!

On the road the MGBGTV8 has an effortless performance, accelerating rapidly in the higher gears with 125 mph available in both direct and overdrive top. Hills just melt away and the torque gives the car an unfussy manner. The 0 to 60 time of 7.7 seconds is still, well over 30 years later, a time many of today's sports saloons cannot touch. Even when asked to work hard, the exhaust note retains its very pleasingly modest but purposeful burble in keeping with the understated manner of the MGBGTV8.

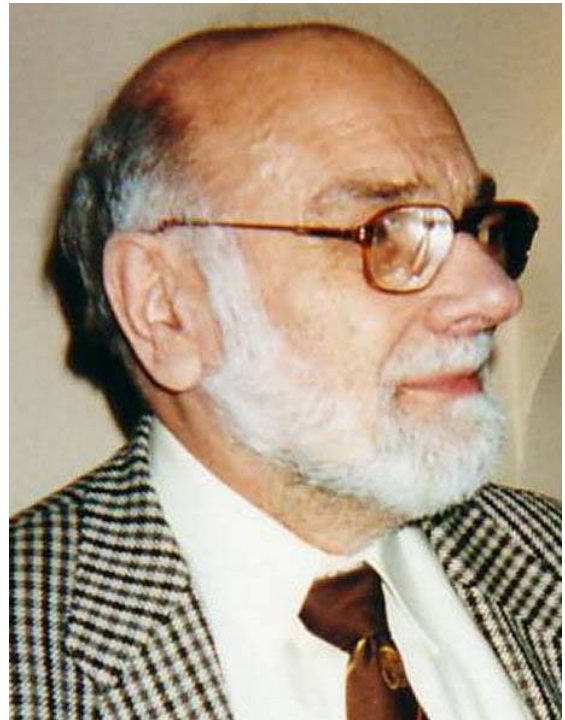
The V8 engine, although from an old Buick design from the early fifties, contains hydraulic cam followers which give the MGBV8 a quietness that compliments the smooth power. Under the bonnet, the lightweight aluminium V8 engine seems much bigger than the original four cylinder steel engine but is only just a little heavier when the engine ancillaries are included. The light weight benefits are good front to rear weight distribution and an appreciable increase in the power to weight ratio, even from the detuned 137 bhp V8 power unit.

A surprising feature of the MGBV8 is the good fuel economy. Even driven on the open road with a sense of fun the enthusiast can enjoy with an MGBV8, it is quite easy to achieve between 27 and 31 miles to the gallon. The overdrive unit gives the MGBV8 long legs with around 29 mph per 1,000 rpm or 3,000 rpm at 90 mph. The convenient overdrive is available on top gear at the flick of a stalk switch on the steering column and on some of the earlier chrome bumpered models, it is also available on third gear too – giving a flexible third gear range of 50 to 105mph!

The MGBGTV8 is however not without its poor features – excessive wind noise at speed and a choppy ride at slow speeds from the stiffer rear springs which are needed to cope with the higher power output. The gearbox has to be treated with consideration when

punching the additional power through to the road wheels.

At its launch in 1973, the MGBV8 was welcomed as powerful example of the MG marque but generally regarded as arriving several years late in a popular but ageing bodyshell and suspension package, then over ten years old. The MGBGTV8 is very much an MG combining the famous marque's Safety Fast! features – speed and performance with predictable and forgiving handling characteristics. At the time of the launch, the specification of servo assisted brakes, tinted glass, distinctive light alloy wheels, fine cord covered adjustable seats, two speed wipers and an overdrive as standard made it a refined sports car for 1973 and good value at its launch price of £2,294. The MGBGTV8 is in many ways an undiscovered classic sportscar and prices have never been driven up by chequebook investors. It remains a car that a small band of MG enthusiasts very much enjoy and is still very good value today in every sense!



Above: Geoff Allen, the V8 Historian and Archivist and a founder member of the V8 Register in 1978, who was in Rectifications Department at the MG Factory in Abingdon for over 27 years. (Photo: Victor Smith)

Cover photo: Harvest Gold 1089 on a dry and bright Spring day in Sussex. (Photo: Victor Smith)

V8 Register

The V8 Register welcomes all enthusiasts for the V8 powered MG models covering the recent MG RV8 Roadster, the increasing numbers of MGBV8 Conversions, MGBV8 Costellos and of course the original MGBGTV8 model produced at the Abingdon factory. The key strengths of the V8 Register are:

- **Workshop Notes** - two series of workshop notes, the original series for the MGBV8 now in an eighth volume and the recently launched series for the MG RV8 already into the sixth volume.
- **V8LIFELINE**, an enthusiastic band of V8 specialists and motor factors providing spares and maintenance services for the MGBV8 and MG RV8 models.
- **Gatherings of MGV8 enthusiasts and events** organised by the V8 Register each year. The V8 Register has always been a particularly sociable group with regular gatherings at MG Car Club meetings, particularly at the Club's annual International MG Meeting at Silverstone in June, V8 Tours of Scotland and elsewhere, and visits to the 24 hour spots car endurance race at le Mans.
- **V8 Website**, launched in May 2002, packed with useful information, a V8 Bulletin Board and a copy of the Rolling V8 Calendar of events.

With these strengths and essential support, the V8 Register is certainly the specialist group any MGV8 enthusiast should join. From its formation in 1978, the V8 Register has attracted large numbers of MGV8 enthusiasts and continues to grow strongly today with over 2,500 members in the UK and overseas.

Joining the V8 Register

Joining the V8 Register is very straightforward – there is an easy to use online registration form at www.v8register.net or you can obtain a form from Club Office or the V8 Registrar and mail or fax it to:

Victor Smith
V8 Registrar
14 The Mall
London SW14 7EN
v8registrar@v8register.net
Fax: 0208 392 9673
Tel: 0208 392 9434

MG Car Club

If you are an MG enthusiast then here is the MG Club for you. We welcome enthusiasts for all models of the

famous marque – from machines like the current MGF and recent MG RV8 bearing the famous Octagon to modern BCV8 classics, Midgets, MGAs and back to the T-types and those pre-war models that created the legend that is MG!

The MG Car Club has a regular award winning monthly magazine called **Safety Fast!**, active Registers providing technical support and spares help for each MG model, spares specialists, insurance schemes for MGs and of course some of the best club motor sport and competition events – all within a wide and comprehensive social network in the UK, Mainland Europe and overseas. In all the MG Car Club has around 30,000 members Worldwide.

The MG Car Club, founded with factory support and encouragement in 1930, is run by enthusiasts for enthusiasts. We maintain our close association the old factory with our Club Office in Cemetery Road in Abingdon adjacent to Larkhill House, the former administrative building at the MG plant. The MG Car Club is run in the true spirit of a members' motor club and, as a company limited by guarantee, each member can participate in the activities and the running of the Club.

Joining the MG Car Club

If you are not a member of the MG Car Club, full membership details and a new member pack can be obtained from the Club's office in Abingdon, the home of MG. Just contact:

MG Car Club
Kimber House
PO Box 251
Abingdon on Thames
Oxfordshire OX14 1FF
Tel: 01235 555552
Fax: 01235 533755
mgcc@mgcc.co.uk
www.mgcc.co.uk

The Club Office team will be pleased to hear from you and welcome you as a member of the MG Car Club – the Marque of Friendship!

Why not join now!

V8 Workshop Notes Series

Shortly after the formation of the V8 Register in 1978, the V8 Workshop Notes series was launched to help members maintain this limited production model and source spares. Victor Smith, the founder of the V8 Register, took on the role of editing the series and encouraging contributions from members of the V8 Register. Many individual notes were published in the V8 Register column in **Safety Fast!** - the award winning monthly magazine of the **MG Car Club** - but as the number of notes grew rapidly, the series was published as individual volumes in a convenient A5 spiral bound layflat format.

The **first volume**, called First Fifty, was released in 1979. The popularity of the series and the support from members exceeded expectations and it was the clearest example of the interest and enthusiasm of V8 Register members. The aims of the series were quite simple and liberal – they are to amplify or clarify the Workshop Manual **AKD3259** and/or the V8 Supplement **AKD8468** and to give tips on the availability of spares and service. In less than five years the series grew to 175 workshop notes with the publication of Volume 4 in May 1984. Naturally the flow of new workshop notes then began to reduce as many topics had been covered but in May 1991 a **fifth volume** was released taking the series to 211 notes. Over the next ten years, additional notes appeared from time to time in the V8 Register column in **Safety Fast!**

Early in 2000, Victor Smith began compiling a **Volume 6** based on those additional notes together with other material contributed by Roger Parker, the V8 Register's contact for MGBV8 conversions. We were able to draw on some of the notes published in the new series of RV8 Workshop Notes edited by Bryan Ditchman, a longstanding member of the V8 Register with an MG RV8 and two MGBGTV8s. We have also had most helpful support from Kurt Schley, the editor of the MG-V8 Newsletter, and his active band of V8 enthusiasts in Ohio USA. Volume 6 was completed in early 2002.

During 2002 **Volume 7** was started and completed in January 2003 as contributions continued to flow from members and the bulletin board on the V8 website and are being compiled as **Volume 8**.

Whole V8 Workshop Notes series is now available on CD

The whole series was reprocessed and updated during Winter 2002 and Spring 2003 and distributed on CD

in both Word and PDF formats from May 2003. The common parts of the volumes are now published as a separate volume – the **Contents & Index**. This volume contains a **review of the MGBGTV8**, details of the **V8 Register and the MG Car Club**, a **brief history of the V8 Register**, a full **Contents** listing of the whole series, a **chart of the Factory production colours**, an **Index** to the whole series, a copy of the **V8LIFELINE** and a copy of the **MG Dealers contacts**.

Updated Contents and Index

A copy of both the current **Contents** listing and the **Index** is available on the V8 Website. The V8 Website copies are regularly updated so members can download them at www.v8register.net to keep their copy of the V8 Workshop Notes up to date.

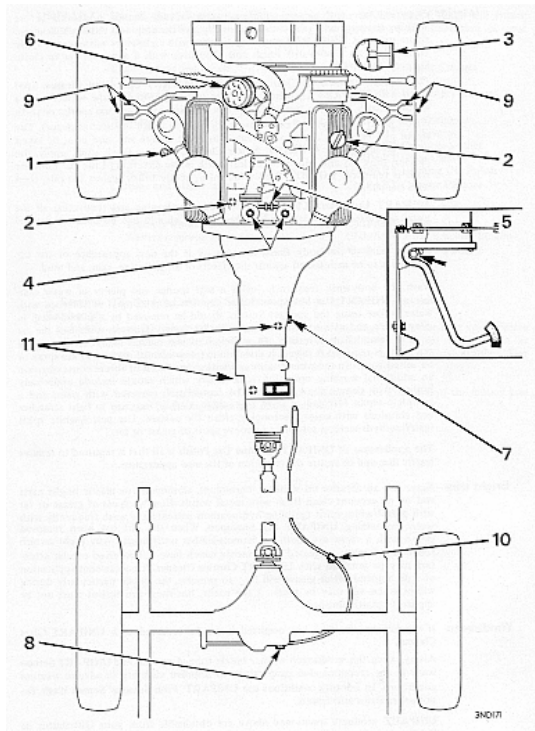
Caution and Disclaimer

The V8 Register of the MG Car Club has published the articles contained herein in good faith. However, neither the MG Car Club, the V8 Register or its officers, nor the respective authors can accept legal responsibility for the accuracy of any of the statements contained herein. These articles are intended to supplement the official workshop manual and any other publications produced and/or supplied by Rover and reference should be made to those publications. Accordingly the MG Car Club Limited, the V8 Register, the officers of the V8 Register and the authors of these articles hereby disclaim responsibility for any legal and/or technical liability whatsoever (as may by law be disclaimed) as might otherwise arise.

© Copyright reserved

The copyright and intellectual property rights of the material set out in this publication is reserved by the V8 Register of the MG Car Club and no reproduction and/or reprocessing of the whole or any part of the material herein may be made without the express permission in writing of the V8 Registrar of the V8 Register.

Maintenance Locations



Note – Ensure that the vehicle is standing on a level surface when checking the oil levels

Each week and before a long journey

- (1) **Engine** - check the oil level with the dipstick and top up as necessary

Every 6,000 miles (10,000 kms) or 6 months

- (2) **Engine** - drain the oil and refill with new oil
- (3) **Engine oil filter** – remove disposable filter cartridge and fit new oil filter cartridge
- (4) **Carburetors** – top up piston dampers
- (5) **Accelerator** – lubricate control linkage
- (6) **Distributor** – lubricate all parts, cam and felt pad, contact pivot, centrifugal weights and centre spindle felt pad
- (7) **Gearbox & overdrive** – check oil level and top up if necessary
- (8) **Rear axle** – check oil level and top up if necessary
- (9) **Front suspension** – grease four nipples
- (10) **Handbrake cable** – grease one nipple

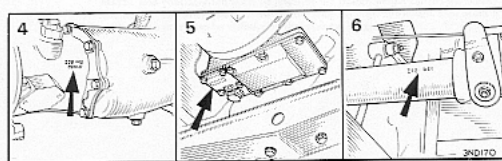
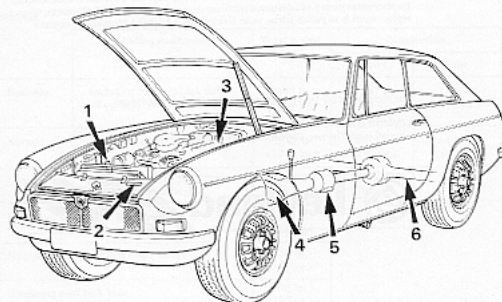
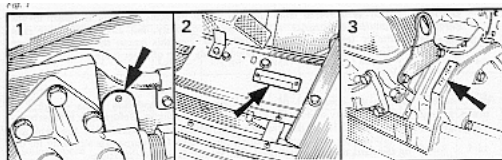
Every 24,000 miles (40,000 kms) or 24 months

- (11) **Gearbox & overdrive** – drain oil, clean the overdrive filters and refill with new oil

Optional lubrication every 3,000 miles (5,000 kms) or 3 months

- (12) **Engine** – check oil level with dipstick and top up as necessary

Car & engine numbers



Identification numbers and locations

- (1) **Car number** – stamped on a plate secured to the right hand inner wing adjacent to the oil filter with the prefix GD2D1 (except for early LHD cars)
- (2) **Commission number** – stamped on a plate secured to the bonnet locking platform
- (3) **Engine number** – stamped on the right hand side of the cylinder block located directly behind the left hand cylinder head
- (4) **Gearbox number** – stamped on the right hand side of the gearbox casing
- (5) **Overdrive unit number** – stamped on a plate secured to the underside of the overdrive main casing
- (6) **Rear axle number** – stamped on the left hand side of the rear axle tube near the spring seating

V8 Register records

At an early stage we found it necessary to give all non-factory MGBV8s an artificial Car Number to provide some rational structure for the V8 Register, and adopted the following arrangement

Car Number	Description
95 – 2903	Factory produced MGBGTV8s
3000 – 3999	MGBGTV8 conversions
4000 – 4999	MGBV8 Roadster conversions
5000 – 5999	Costello MGBGTV8s
6000 – 6999	Costello MGBV8 Roadsters

Contents

The V8 – the MG with effortless performance. A brief note on the MGBGTV8.

V8 Register and the MG Car Club – what does the V8 Register do, how do you join, and a reminder that membership is free to members of the MG Car Club.

V8 Workshop Notes series – a background note on how the series began and how it has become an acknowledged source of maintenance and spares tips for V8 enthusiasts contributed by V8 enthusiasts.

MGBGTV8 maintenance locations – if your driver's handbook or workshop manual is not to hand, this diagram will remind you!

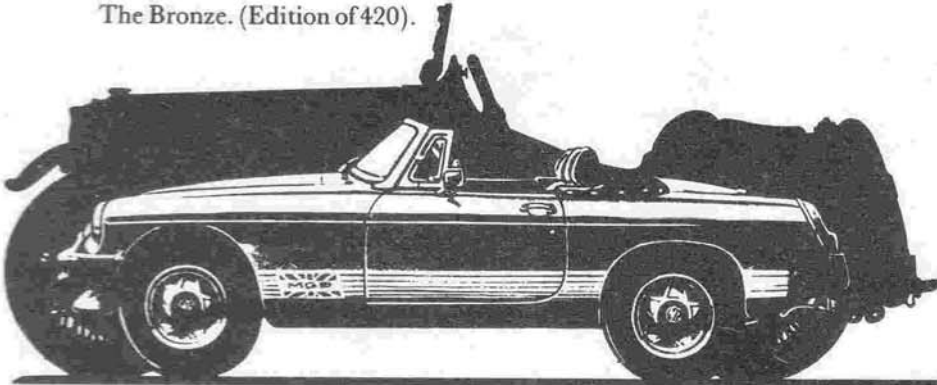
Car, Commission & Engine Number locations – a note explaining where to find those key numbers.

Contents

Listing of the whole V8 Workshop Notes series and contributors.

MGBGTV8 Factory Colours – a chart produced by the V8 Historian Geoff Allen of the colours and years during which they were used on MGBGTV8 production.

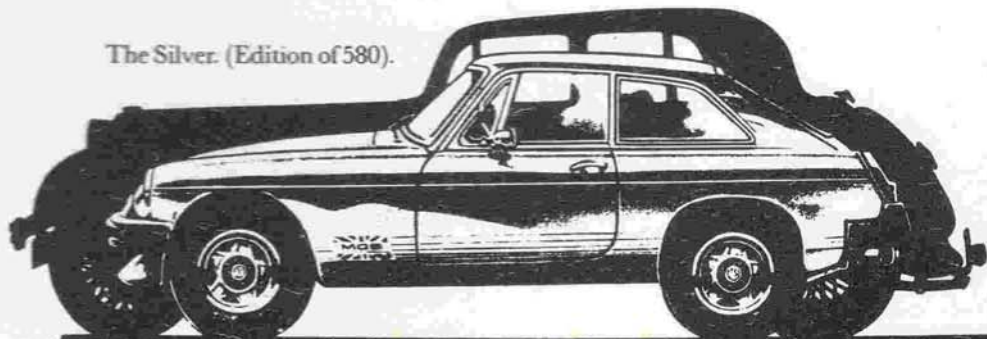
The Bronze. (Edition of 420).




THE MGB LIMITED EDITION.

MG announce a rare and final edition of the most loved, most famous sports car that has ever been built. The MGB Limited Edition is one thousand cars only, in metallic pewter or bronze, with special distinguishing livery. Two are being acquired by the BL Heritage Collection. The remaining 998 are being offered for sale to members of the public. For availability, contact your BL showroom, or telephone 021-779 2296.

The Silver. (Edition of 580).



THE  CAR COMPANY LIMITED.

Listing of the whole series**Complete listing of the Notes and Contributors in the V8 Workshop Notes series****Volume 1 – First Fifty**

- | | | | |
|--|------------------|--|----------------|
| 1. V8 water pump – remove & refit | John Dupont | 16a) Even more cooling tips | Jim Gibson |
| 1a) Sequel to water pump article | Peter Beadle | | Lothar Taverne |
| 1b) Mini sequel to water pump article | Charles Williams | 17. Heavy breathing on the V8 – how the inlet manifold works | Peter Laidler |
| 2. Thermo-switch for cooling fans | John Dupont | 18. Interchangeability – MGBV8 and Rover parts (Part 1) | Peter Laidler |
| 3. Exhaust manifolds and shrouds | John Dupont | 19. Anti-theft device | Victor Smith |
| 4. Throttle cable – a caution | Victor Smith | 20. Renovating V8 alloy wheels | Chris Dodds |
| 5. Removing the relief valve on a V8 overdrive unit | John Dupont | 20a) Sequel on wheels | Peter Laidler |
| 6. Handbook error – steering & suspension grease points | John Dupont | 20b) Care with your wheel cones! | Victor Smith |
| 7. V8 starter motor | Peter Laidler | 21. Sequel to the starter motor article (see V8 Workshop Note 7) | Jim Gibson |
| 7a) Starter motor sequel | Peter Laidler | 22. Cooling fan override switch | Philip Morgan |
| 8. Drain plug washer (sump) & pressure relief valve | John Dupont | 22a) Sequel to the manual switch for cooling fans | Geoff Allen |
| 9. Electronic ignition – a few comments on the Mobelec in action | Philip Alexander | 23. Rocker shaft maintenance | Chris Dodds |
| 10. Survey of electronic ignition systems | Victor Smith | 23a) Sequel to rocker shafts note | Colin Light |
| 11. Engine mountings & engine removal | Geoff Allen | 24. Engine and gearbox remove & refit | John Dupont |
| 11a) Right-hand engine mounting | Jim Gibson | 25. One cure for wheel vibration | Geoff Allen |
| 12. Brake servo failure | John Dupont | 26. Oil pressure relief valve cap | Geoff Allen |
| 12a) Brake servo vacuum hose (sequel) | Jim Gibson | 27. Reverse gear jumps out? | Peter Laidler |
| 13. Front wheel arch (see also V8 Note 48) | Jeff Ward | 28. V8 alternator | Chris Hall |
| 14. Looking after your body! | Tom Studer | 28a) Delco Remy alternator malfunction | Steve Foldhazy |
| 14a) Continued body care! | Philip Morgan | 28b) V8 alternator – another sequel (abstract from notes) | |
| 15. How to keep cool under pressure – V8 cooling system | Colin Leisk | 29. Exhaust corrosion tip | Peter Laidler |
| 15a) Cooling sequel | Jerry Bright | 30. Ballast resistance ignition system | John Dupont |
| 16. More cooling tips | | 31. Saving your petrol tank from corrosion | Jerry Bright |
| | | 32. V8 overdrive unit | Peter Laidler |
| | | 33. Further note on the V8 overdrive unit | Chris Hall |
| | | 34. Leaking vacuum advance diaphragm | Chris Hall |
| | | 35. One reason for a LH exhaust manifold cracking | |

36. Hot air tubes	Peter Laidler	56. Brake servo – a servicing summary	Jerry Bright
36a) Sequel on hot air tubes	Chris Hall		Peter Laidler
	Tony Hilton	57. Engine and gearbox removal and refitting – a sequel to an earlier note	Peter Ellis
37. Interchangeability of MGBV8 & Rover parts (Part 2)	Peter Laidler	58. A rust prevention tip	Mick Westrop
38. Changing the clutch slave cylinder hose	John Dupont	59. Exhaust manifolds revisited	Mick Westrop
39. Inter-changeability of parts (Part 3)	Peter Laidler	60. Starter motor – part numbers cross referenced	Peter Laidler
40. Front suspension modification	Peter Laidler	61. Cooling fan motor	Peter Laidler
41. Better brakes for your MGBV8	Peter Laidler	62. Petrol tank modification	Paul Busby
42. Loss of sparks	Chris Hall	63. Battery revival	Jerry Bright
43. Hydraulic self adjusting tappets	Peter Laidler	64. Servicing SU carburettors	Graham Freeman
44. Improving the MGBV8's handling	Philip Morgan	65. V8 ignition	Peter Ellis
45. Interchangeable part numbers – Rover 3500 Coupe & 3.5SD1, Range Rover & MGBV8	Peter Laidler	66. Exhaust manifold sequel	Geoff Allen
46. Blocked carburettor vents	Geoff Seaton	67. Exhaust manifold – further sequel	Geoff Seaton
47. Water pump	Peter Laidler	68. Clutch slave cylinder sequel	Mick Westrop
48. Front wing baffle extensions	Mick Westrop	69. Is your clutch really worn out?	Graham Freeman
49. Speedometer cable	Peter Laidler	70. Insurance for the MGBV8	Godfrey Joly
50. V8 gearbox – a topical subject to end on!	Peter Laidler	71. A fire hazard in the engine bay	Geoff Seaton
50a) V8 gearbox sequel	Philip Morgan		
50b) Editor's sequel on V8 gearbox	Victor Smith		
Tail end tips			

Although we called the first volume “First Fifty”, with some sixteen sequels there were in fact 66 workshop notes in the first volume!

Volume 2

51. A tale of cooler tails!	Peter Laidler
52. Layshaft sequel	Brian Field
53. Bolts in your collector box	Ron Gammons
54. Could I fit a Rover 5 speed gearbox to my MGBV8?	Philip Morgan
55. Adapter assembly - carburettors	

Volume 3

72. Back axle clonk	Chris Hall
73. More on hydraulic self-adjusting tappets	Peter Laidler
74. More on the V8 alternator	Mick Westrop
74a) AC Delco alternator parts breakdown	Peter Laidler
75. Replacing hydraulic brake pipes	Jerry Bright
76. Fuel tanks for the MGBV8	Peter Laidler
77. Rear silencer – an economy tip	Chris Hall
78. Steering column on the MGBGTV8	Peter Laidler
79. Dog guard for a BGT!	David Yeo
80. Petrol tank sequel	Chris Bovington

-
- | | | | |
|---|-----------------|---|-----------------|
| 81. Chrome nuts under the bonnet? | Peter Laidler | 104. The steering rack – another exception to note | Peter Laidler |
| 82. Wiper motor fault | Geoff Seaton | 105. Move on batteries | Chris Bovington |
| 83. Steel in aluminium – seal those threads! | Peter Laidler | 106. Rubber lock washers | Anthony Tindale |
| 83a) Prevention of seizure of nuts & bolts | Jerry Bright | 107. Waxoyl treatment for an MGB or V8 | Chris Bovington |
| 84. Fitting new front wings | Mick Westrop | 108. Adhesives for the car – a comprehensive note | DGS |
| 85. Fitting an SD1 gearbox yourself – one member’s experience | Jacques Milliet | 109. LE or ST – revised bodywork for an MGB | Anthony Tindale |
| 86. BV8 engines for sale – take care! | Geoff Seaton | 110. High intensity rear foglights for an MGB or an MGBGTV8 | Anthony Tindale |
| 87. Fitting Huntsman competition tubular exhaust manifolds – details of the inner wing modifications and how to fit hot air ducts to them | Harry Speight | 111. Petrol tank sequel | Chris Bovington |
| 88. Mind the toaster fingers! | Geoff Seaton | 112. Rear wash/wipe installation for an MGBGT or MGBGTV8 | Aidan Bristow |
| 89. Special V8 alloy & steel wheels | Peter Laidler | 113. Brake servo sequel – more! | Peter Laidler |
| 90. Sequel to fire hazard article (see V8 Note 71) | John Dupont | 114. Valuation of MGs for insurance purposes | Godfrey Joly |
| 91. Steering rack | Paul Busby | 115. MG running on | Anthony Tindale |
| 92. Alternator bolt tightening tip | John Dupont | 116. Lubrication of the MGBGTV8 axle and gearbox | Peter Laidler |
| 93. Searching for spare parts | Peter Laidler | 117. Wiring layout diagram for the new two plug and socket requirements for tow bars | Victor Smith |
| 94. Servo sequel | Geoff Seaton | 118. Handbrake compensating lever | Steve French |
| 95. Exhaust manifolds to crack or not to crack, that is the question! | Jerry Bright | 119. Front spoiler sequel | Steve French |
| 96. Front brake calliper overhaul | John Dupont | 120. Inlet manifold gasket | Mick Westrop |
| 97. Updating the parts catalogue | John Dupont | 121. Jumping out of reverse – another sequel | Mick Westrop |
| 98. Back axle modification – possibly the most important note yet for the MGBV8 but controversial nonetheless | Peter Laidler | 122. Laying up an MGB or MGBGTV8 – a corrosion engineer’s thoughts | Geoff Seaton |
| 99. Magnetic sump nut for the MGBV8 engine | Peter Laidler | 123. Underbonnet sound deadening felt drooping | Mick Westrop |
| 100. Gearbox and the MGBGTV8 – a sequel | Peter Laidler | 124. Clutch slave cylinder removal, the battle of the bulge – sequel to Notes 38 & 68 | Steve French |
| | | 125. Electronic water injection system | Anthony Tindale |
| | | 126. Changing exhaust manifold bolts | Mick Westrop |
| | | 127. Cigar lighter broken? | Steve French |
| | | 128. Lubricating oils | R.A. Wild |
- Volume 4**
- | | |
|---------------------------------------|----------------|
| 101. Take care – your balls may drop! | Geoff Allen |
| 102. A small tip on speedo cable | Graham Freeman |
| 103. Underbody corrosion | Paul Busby |

178.Easier access to the spare wheel space	Jacques Millet	205.Setting ignition timing with a strobe	Howard Gosling
179.Heater control valve on the MGBV8	Peter Laidler	206.Priming an oil pump	Brian Field
180.Wind noise on the MGBGTV8	N.N. Mason	207.Pick those ratios	Dave Wellings
181.Brakes pulling	Don Bishop	208.C-post liner clip	David Knowles
182.Hypoy 90-B oil in the rear axle	M.N. Mason	209.Use of unleaded petrol in MGBV8s	Roger Parker
183.Spark plug tester	Simon Horlock	210.Changing the brake master cylinder	David Atfield
184.More on alternative alternators	Roger Parker		
185.An important safety check	Roger Parker	Volume 6	
186.Fire extinguishers for your MG	David Knowles	211.Hydraulic cam followers or self adjusting tappets	Peter Laidler
187.Tyre aspect ratios	David Knowles	212.Interchange of parts between the US spec MGBGT and the MGBGTV8	Paul Kile
188.Fitting an SD1 5 speed gearbox	John Wilson	213.Battery management	Bryan Ditchman
189.Overhauling the MGBV8 heater valve	David Knowles	214.Tips for attending the annual 24 heures du Mans	Victor Smith
190.Revival of sagging seats	David Wellings	215.Dealing with a squeal from the front brakes	Gordon Hesketh-Jones
191.Rear head restraints for children	Dave Wellings	216.End of leaded petrol	Roger Parker
192.MGBV8 tools from VL Churchill	David Knowles	217.Continued availability of leaded petrol	David Smith
193. Chrome bumper V8 grille badge plinth	Dave Wellings	218.Replacement gearboxes	Victor Smith
194. Gearbox inhibitor switch (overdrive)	Dave Wellings	219.MGBV8 gearbox, clutch and propshaft	Roger Parker
195.V8 wheel renovation	Paul Gill	220.Borg-Warner T-5 gearbox information	Bob Hyclak
196.V8 carburettor pipe warning	Dave Wellings	221.Dellow Automotive 5 speed gearbox	Kurt Schley
197.Slipping clutch	M.N. Mason	222.Lay up and storage concerns for the MGBV8 enthusiast	Dave Wellings
198.Wiper blade replacements	Peter Beadle	223.Torch for the toolkit	Anon
199.Head gasket failures	Dave Hewson	224.Battery lifter or carrier	Anon
200.Protection against damp in storage	Tim Langman	225.Battery carriers or lifters, another source	Brian Jackson
200a Sequel - Damp in garages during winter	David Knowles	226.Bonnet hinge alignment	Bryan Ditchman
201.Problems with the oil pump	Peter Berry	227.Steering rack caution	Kevin Hallsworth
202.V8 accelerator cables	Ron Armstrong	228.Brake servo failure	Victor Smith
203.Alternative alternator connector box	Peter Beech	229.Fitting the new, smaller V8 Register grille badge	
204.MGBV8s and unleaded petrol	Bob Winters		

230.Rear shock absorber link arm	Victor Smith	254.V8 engine removal tip	Victor Smith
231.Using fire extinguishers in cars	Bryan Ditchman	255.Engine cooling tip for the MGBGTV8	Bob Mason
232.Cleaning a coffee stain from an RV8 soft top	Andrew Brown	256.Uprated heater matrix for the V8	Bob Mason
233.Renovo soft top care products	David Lawler	257.Front shock absorbers on the MGBGTV8	Geoff Hall & Roger Parker
234.Speeding British drivers may lose their driving licence in France	Victor Smith	258.Ignition timing with a Rover 3500 engine	Simon Pickford & Roger Parker
235.SU fuel pump relocation	Reprint of a Times article	259.Lubricating the bush in the crankshaft following a clutch refurbishment	Phil Bristow & Roger Parker
236.Alternative fuel pumps	Peter Berry	260.Engine stabiliser bars	John Bourke
237.Relocating the fuel pump in the V8 boot space – a caution	Howard Gosling	261.Possible cure for noisy tappets	Bulletin board postings
238.Steering column bush renovation	Geoff Allen	262.Rising tickover in hot conditions	John Bourke
239.Ride height and bumpers	James Strachan	263.Have you got a screw loose?	Geoff Hall
240.Trouble with the original “top hat” battery terminals	Roger Parker	264.Plastic plug rot	Bryan Ditchman
241.Further thoughts on the fuel pump relocation topic	Victor Smith	265.RV8 coolant filler plug – worth changing to the brass plug	Keith Rowson
242.Insurance for classic MGs	Roger Parker	266.Got a blown plastic coolant filler plug? – a tip to help get you home	David Boniface
243.Air intake mesh	Victor Smith	267.R380 gearbox lubrication	Tim Hipwell
244.MGBGTV8 camshaft change	Bryan Ditchman	268.Options when faced with an engine rebuild	Nigel Steward
245.Small steps & giant strides in the handling	Roger Parker	269.Do we need to replace the tyres on our V8s before they are worn out?	Dave Wellings & Gordon Hesketh-Jones
	Ken Drake	270.What tyres were fitted to the MGBGTV8 at the Factory?	Roger Parker & Norman Green
Volume 7		271.V8 cooling fan motors	Geoff Allen & Victor Smith
246.Rear shock absorbers for MGBV8s	Gordon Hesketh-Jones	272.Door jamb switch operating the internal console light	Gordon Hesketh-Jones
247.Twin exhaust for an MGBV8	Roger Parker	273.Internal tailgate lamp	Gordon Hesketh-Jones
248.Improved cooling with the MGBV8	Gordon Hesketh-Jones	274.White smoke – a scary moment!	Gordon Hesketh-Jones
249.Fitting an override switch on the cooling fans	Ian Thomson	275.Temporary steering tip	Dave Wellings
250.Fitting a 12 volt battery to a chrome bumpered MGBGTV8	Gordon Hesketh-Jones		Geoff Allen
251.Replacing a starter motor	Geoff Hall	Volume 8	
252.Fault with the distributor vacuum unit	Geoff Hall	276.The V8 cooling fan motor saga	Bryan Ditchman
253.Location of V8 badges and the Leyland square on the nearside wing of the MGBGTV8		277.Soak your spigot bush overnight!	

278. Thatcham immobilisers
Bryan Ditchman
279. Reverse gear jumps out – not a new difficulty!
Richard Groves
Ed Corbett, Gavin Bailey, Dave Wellings
& Geoff Allen
280. RV8 filler cap for the MGBGTV8
Bryan Ditchman
281. Relocating the temperature/oil pressure gauge and adding a voltmeter
Gordon Hesketh-Jones
282. Distributors for the MGBGTV8
Gordon Hesketh-Jones
283. Solving the rusting V8 wheel nuts!
Gordon Hesketh-Jones
284. Noisy tappets – is it normal?
Ben Millard & V8 Website postings
285. What could that “clonk” noise be?
Ben Millard & V8 Website postings
286. Soft suspension on an MGBGTV8
Iain Hallifax & V8 Website postings
287. Webasto blowout!
Ben Millard & V8 Website postings
288. Overheating problems with an MGBGTV8
Andrew Edgerton-Smith & Victor Smith
289. Steering wheel locks
Ben Millard & V8 Bulletin Board postings
290. Exhaust manifold gaskets
Daniel Heyer & Keith Baylis
291. Avoiding V8 wheel nut damage
Jeff Ward
292. Recommended tyre supplier
Peter Kilmister
293. MGBGTV8 cooling and overheating concerns
Roger Parker
294. Cause of carburettor flooding
Dr Gavin Bailey
295. Getting an MGBGTV8 registered in France
Franck Morand
296. New mobile phone law in the UK
Victor Smith
297. Winter wheels for the MGBGTV8
Dr Gavin Bailey
298. An unusual AC DELCO fault
Victor Smith
299. Radar detector, a necessary protection?
Victor Smith
300. Exactly how many MGBGTV8s were built at Abingdon?
Geoff Allen
301. Insurance for a V8 Roadster
Ray Copley & Geoff King
302. Hoyle suspension upgrade kits – a step change in improved handling
Victor Smith & Geoff King
303. Tracing a V8 overheating problem
Andy Kenning
304. To lift or not to lift, that is the question
Gavin Bailey
305. Increased interest in V8s from Germany
Allan Doyle
306. Folding windstop for a V8
John Bolt
307. Horn fault causing an MOT failure
Victor Smith
308. Another way of registering a V8 in France
Franck Morand
309. A long hot night at the Le Mans Classic – in fact just a little too hot!
Franck Morand
310. MGBGTV8 Buyer’s Guide
Dave Wellings
311. Buying guide for members wanting an MGBGTV8 for everyday use
Gordon Hesketh-Jones
312. Solving front brake squeal
Mike Russell
313. How many MGBGTV8s were made in each colour and what trim colours were used
Geoff Allen
314. MGBGTV8 buying guide footnotes
Geoff Allen
315. MGBGTV8 windscreen and side glass replacement
Gavin Bailey
316. MGBGTV8 alternative distributor
Chris Armitage
317. How to keep a Lucas distributor going
Gordon Hesketh-Jones
318. No longer a period of grace on motor insurance renewals
Victor Smith
319. V8 conversion – from dream to reality
Geoff King
320. Starter motor solenoid modification
Bob Owen
321. Another windstop that looks good and works well
Mike Simmonds
322. Reconditioning a V8 gearbox and overdrive
Geoff King, Phil Bristow & Chris Armitage
323. Fitting a “lights on” alarm to a V8
Alan Turner
324. Upgrading the sealed beam units on the V8
Steve Taylor
325. How do you open the bonnet when the release cable has snapped?
Geoff Allen

Volume 9 (working draft)

326. Lighting history and terminology.
Bob Owen
327. Improving the heavy clutch pedal on an
MGBGTV8.
Chris Armitage
328. Solving a mysterious misfire on an MGBGTB8.
Barrie Franklin
329. 12 volt battery conversion.
Victor Smith
330. Two 12 volt batteries in parallel.
Fred Jenns, Brian Moyses & Bob Owen

Volume 10

331. First note in Volume 10
Contributor
332. Next note
Contributor
333. Next note
Contributor
334. Next note
Contributor

Index

This is a **complete Index to the whole V8 Workshop Notes series** which will enable members to look up topics and find where they have been covered in the series. The Index is regularly updated as new workshop notes are provided by members and added to the series. An **updated copy of the Index** (and the full Contents listing of the series) is maintained on the V8 Website at www.v8register.net where members can download a copy in Word and/or PDF formats. From time to time members may decide they want an update CD so they can obtain the additional workshop notes. Those files also contain updated copies of the **V8LIFELINE** and **MG Dealer contacts**.

Topic	V8 Note	Vol
1. ENGINE		
Accelerator cable	4	1
	202	5
Air box, bolts caution	53	2
Cam followers		
- how do they work?	43	1
	73	3
- noisy	211	6
	284	8
- noisy, possible cure	261	6
	284	8
Camshaft, changing	244	6
Chrome nuts under bonnet	81	3
Crankcase breather pipe	171	4
Crankshaft bush	259	6
Cylinder head gasket failure	199	5
Ballast resistance ignition	30	1
Breather pipe, crankcase	171	4
Exhaust		
- corrosion tip	29	1
- twin pipes	247	7
Exhaust manifolds		
- bolts, changing	126	4
- Coppaslip reminder	83	3
- Coppaslip reminder again	83a	3
- cracks on LH unit, causes	35	1
- cracking	95	3
- gaskets, manifold	290	8
- hot air tubes renewing	36	1
	36a	1
- hot air tubes SS units	168	4
- sequel	66	2
- sequel	67	2
- economy tip	77	3
- manifolds	3	1
	158	4
	260	7

	290	8
- revisited	59	2
- shrouds, hot air	3	1
- stainless steel manifolds	246	6
- tubular headers	87	3
- tubular systems	87	3
Engine		
- removal	24	1
	254	7
- spacer	57	2
- stabiliser bars	260	7
- reassembly	277	8
- rebuild options	268	7
Distributor, advance fault	252	7
Dwell meter	240	6
Fuel interconnection hose	71	2
Head gasket failure	199	5
Hot air tubes		
- renewing	36	1
	36a	1
- stainless steel replacement	168	4
Hydraulic tappets, see cam followers		
Inlet manifold gasket		
- gasket	120	4
- heavy breathing	17	1
- interchangeability	18	1
Interchangeability of parts	45	1
	212	6
Lubrication	128	4
Misfire, mysterious	328	9
Mountings, engine		
- check	174	4
- packing sheet tip	TET	1
- right hand mounting	11a	1
- right way round, check	174	4
- removal, engine	11	1
- wear	260	7
Oil hose		
- cooler tails	51	2
- rubbing on chassis leg	TET	1
Oil pressure relief valve	26	1
Oil pump problems		
- Priming pump	206	5
- Problems	201	5
Overdrive		
- control valve blocked	33	1
- missing ball	170	4
- relief valve	5	1
- similarities 1800/V8 unit	32	1
	162	4
Rebuild options, engine	268	7
Removal	24	1
	254	7
Replacement V8 engines	86	3
Rocker shafts		

- cam followers	211	6	Dwell meter	240	6
- opening up the oilways	156	4	Dwell adjuster	154	4
- maintenance	23	1		282	8
	23a	1	Electronic ignition systems		
Running on	115	4	- survey	10	1
Spark plug tester	183	5	- Mobelec	9	1
Speedometer cable	49	1	- Lumentition	9	1
Spigot bush	277	8		282	8
			High tension leads	65	2
Stabiliser bar	260	7	Misfire, mystery	328	9
Starting problems	240	6	Spark plug tester	183	5
Starter motor			Starting gremlins	240	6
- alternative	5	--	Timing		
	6	--	- setting	205	5
- fault	166	4		258	7
- part numbers	60	2	- strobe	205	5
- removal	7	1	- Rover 3500	258	7
	21	7	Twin points	65	2
- replacement	251	7	Vacuum unit, distributor	252	6
- saving tip	143	4			
- solenoid	7a	1	3. COOLING SYSTEM		
Sump drain plug			Antifreeze	15	1
- compressible washer	8	1	Additives	136	4
- drip tip	153	4	Bonnet louvres	246	6
- magnetic plug tip	99	3	Coolant	15	1
Supercharging	131	4	Coolant filler plug, brass		
Tappets, hydraulic – see cam			replacement	7	264
followers				7	265
Throttle cable				7	266
- caution	4	1	Cooling fans		
- replacements	202	5	- blades	246	6
Tickover, rising in hot			- iolite washer	15	1
weather	7	262	- override switch	22	1
Timing, setting	205	5		22a	1
	258	7		246	6
Unleaded fuel, suitability	204	5		248	7
Vacuum advance diaphragm	34	1		249	7
Water injection	125	4		288	8
			- larger fan	16a	1
2. IGNITION SYSTEM			- motors	271	6
Ballast ignition resistance				276	8
systems	30	1	- part numbers	61	2
Centrifugal advance	65	2	- replacement	271	7
Contact breakers			Cooling improvements	246	7
- nylon insert, threads strip	42	1		248	7
- replacement	240	6		255	7
- setting up/dwell meter	240	6		288	8
- spares	282	8		293	8
- tip 1	42	1	Expansion tank		
- tip 2	154	4	- do not overfill!	288	8
Distributor, advance fault	252	7	- hose, replacement	302	9
Distributor advance unit			- replacement	16	1
fault	252	6	Fans	246	7
Distributor, Lucas	317	9	Filler cap	15	1
Distributor, Mallory unit	316	9	Filler cap tester	15a	1
Distributors for the MGBV8	282	8	Flushing out	288	8

Heater, additional cooling!	246	6
Heater control valve		
- Change point	Chart	5
- Converting	179	5
- Overhauling the valve	189	5
Heater hose		
- BHH1038 splits, care	274	6
- note	15	1
Heater matrix, upgrade	256	7
Improved cooling	288	8
Otter switch	2	1
	15	1
	248	6
Overheating	248	7
	288	8
	293	8
	303	9
Override switch for fans	246	6
	249	6
	288	8
	293	8
Plastic plug rot		
- brass replacement	265	6
- get home tip	266	6
- plug rot	264	6
Pressure system	15	1
Radiator		
- 4 core replacement	248	7
	288	8
	293	8
- cap	15a	1
- more cores	16a	1
	246	6
- plastic plug rot	264	6
- plug, brass replacement	265	6
- replacement	--	6
- uprated unit	256	6
Removing badges	246	6
Replacement		
- radiator	--	6
- water pump	--	6
Rubber water hoses	--	6
Steam pipe	16	1
Sykes-Pickavent cap & cooling system tester	15a	1
Thermostat, modification	248	7
	288	8
Thermostatic switch, Otter	2	1
	15	1
	248	8
	288	8
	293	8
Water hoses	6	--
	303	9
Water hose, change point	5	--
Water pump		

- dowel holes undersize	130	4
- general	--	6
- overheating	172	4
- remove & refit	1	1
- replacement	246	6
- strip & repair	47	1
- thread lubricant	1	1
Water temperature gauge, change point	--	5
4. FUEL SYSTEM		
Accelerator cable		
- caution	4	1
- replacements	202	5
Bendix fuel pump	236	6
Carburettors		
- adapter assembly	55	2
- balancing	163	4
- balls may drop!!	101	4
- blocked vents	46	1
- HIF6 SUs	17	1
- flooding, possible cause	294	8
- interconnection tube	71	2
	90	3
	139	4
	196	5
	294	8
- overflow pipe, missing	196	5
- servicing	64	2
Fuel filler cap, replacement	280	8
Fuel pump		
- alternative	236	6
- lay-up concern	222	6
- relocation	235	6
	237	6
	241	6
-cause of misfire	328	9
Lay up difficulty, fuel		
- Fuel deterioration	222	6
- Fuel pump, SU	222	6
Fuel tank		
- baffle plate, filling	80	3
- corrosion treatment	31	1
- Explosafe	62	2
- protecting a new tank	76	3
- sequel	111	4
- stainless steel replacement	155	4
Fuel tank, change point	--	5
Inlet manifold		
- heavy breathing	17	1
- interchangeability	18	1
Fuel interconnection tube		
- caution/hazard	71	2
- caution again	196	5
- fire hazard	90	3
- fuel leak in engine bay	90	3

- rust prevention tip	139	4	- options	218	6
Overflow pipe missing	196	5		219	6
Petrol				220	6
- deterioration	222	6	- replacement	220	6
	223	6	- speedometer	220	6
- leaded, continued			Bushes	165	4
availability	217	6	Costello 5 speed gearbox	219	6
- lead replacement fuel	209	6	Dellow Automotive box		
	216	6	- Conversion kit	221	6
- unleaded	204	5	- Replacement option	221	6
	209	5	Final drive ratio	207	5
	216	6	First gear	50	1
Petrol tank				161	4
- baffle plate, filling	80	3	Gearbox lubrication	267	7
- corrosion treatment	31	1	Gear selection problems	142	4
- Explosafe	62	2	Inhibitor switch	194	5
- protecting a new tank	76	3	Laygear	50	1
- sequel	111	4		52	2
- stainless steel replacement	155	4		165	4
Throttle cable			Lubrication, Hypoy 90B	182	5
- caution	4	1	Lubrication, R380	267	7
- replacements	202	5	LT77 substitute	52	2
Unleaded fuel				85	3
- additives	209	5	LT77, can I fit this box?	54	2
- end of leaded fuel	216	5		100	3
-			Noise, "ziz" from gearlever	180	5
- LRP	209	5	Ratios	207	5
	216	6	Rebuild, contemplating?	165	4
- opinion, Land Rover			Reconditioning specialists	322	9
Solihull	204	5	Replacement options	218	7
- use in an MGBGTV8	204	5	Replacement gearbox		
	209	5	- Borg-Warner T-4	218	6
			- Borg-Warner T-5	218	6
				219	6
			- Clutch choice	219	6
			- Costello 5 speed box	219	6
			- Crossmember	219	6
			- Dellow Autom've box	221	6
			- Dellow conversion kit	221	6
			- Options, replacement	218	6
			- LT77 (SD1 box)	6	218
			- R380	218	6
			Reverse jumps out	27	1
				121	4
				279	8
			R380 replacement box		
			- lubrication	267	7
			- replacement option	218	6
			- source of supply	--	6
			SD1 gearbox		
			- alternative gearbox	219	6
			- fitting an SD1 box	188	5
				219	6
			- fitting options	229	6
			Shims	165	4
			Stripping & rebuild	50a	1

5. CLUTCH

Bush, lubrication	259	7
Clutch release problems	222	6
Clutch pedal, heavy cure	327	9
Lay-up difficulties	222	6
Heavy clutch pedal, cure	327	9
Master cylinder		
- changing	144	4
- repair kit	151	4
Slave cylinder		
- changing	38	1
- clevis pin wear	68	2
- repair kit	151	4
- removal	124	4
- sequel	68	2
Slipping clutch		
- splines sticking	197	5
- splines corrosion	197	5

6. GEARBOX

Bearings	165	4
Bellhousing, TVR	219	6
Borg-Warner T-5		

Synchromesh balls	165	4
7. PROPSHAFT		
GKN Driveline	219	6
Replacement gearbox	219	6
Universal joints	285	8
8. REAR AXLE		
“Clonk” from back axle	72	3
	285	8
Crown wheel & pinion	--	6
Cross pin		
- fault	72	3
- modification	98	3
- sequel	134	4
- sequel	135	4
Differential spares	150	4
Hoyle suspension upgrade	302	9
Independent rear upgrade	302	9
Interchangeability V8/1800	37	1
Lubrication	116	4
Modification		
- important note	98	3
- sequel	134	4
	135	4
- Syd Beer’s views	159	4
- Syd Beer, reply	160	4
Planet wheels		
- essential check	72	3
- modification	98	3
Propshaft UJs	285	8
Replacement CWP	--	6
Spares	150	4
Universal joints	285	8
Upgrade kit – Hoyle Eng	302	9
9. REAR SUSPENSION		
Alternative shock absorbers	246	6
Anti-roll bar, rear		
- note	133	4
	245	6
- fitting	167	4
Handling		
- improving	44	1
	167	4
- upgrade	245	6
Hoyle suspension upgrade	302	9
Independent rear upgrade	302	9
Link arm, rear shocker	230	6
Lowering a V8	133	4
Rear shock absorbers		
- Bilstein	246	7
- Don Hayter’s notes	246	7
- Konis	246	7
- lever arm	246	7
- link arm	230	6

- replacement alternatives	246	7
- Spax	246	7
Ride height & bumpers	239	6
Ron Hopkinson handling kit	245	6
Shock absorber, alternatives		
- alternatives	246	6
- performance	246	6
Springs, retempering	133	4
10. INSURANCE		
Agreed value	70	2
	242	6
Classic car insurance	70	2
	242	6
Claims, county court route	132	4
Conversions - insurance	301	9
Disclosure obligations	--	6
Limited mileage policies	242	6
Mobile phone, new law	296	8
Renewals, no grace period	318	9
Reinstatement cost	242	6
Restricted mileage policies	70	2
Thatcham, insurers’ requ’ts	278	8
Upgrade kit – Hoyle Eng	302	9
Valuations	114	4
	242	6
V8 Conversions insurance	301	9
11. STEERING		
Column		
- chrome bumper	78	2
- stripping	78	2
Fire risk, horn wiring	308	9
Grease nipples		
- handbook error	6	1
- three not two	6	1
Steering column		
- bush renovation	238	6
- stripping	78	2
Steering rack		
- caution	227	6
- bracket on cross member	227	6
- exception note	104	4
- seized mounting bolts	91	3
Temporary steering tip	275	7
12. FRONT SUSPENSION		
Anti-roll bar, front		
- uprated bar	44	1
	133	4
British Motor Heritage	245	6
Bushes, V8 metal inserts	39	1
Distance tube, change point	--	5
Grease nipples		
- handbook error	6	1
- three not two nipples!	6	1

Handling improvements			lever	118	4
- improving	44	1	Hydraulic pipe replacement	75	3
- upgrade	245	6	Master cylinder, change	144	4
Hoyle suspension upgrade	302	9		210	5
King pins			Pulling brakes	181	5
- distance tube	40	1	Servo		
- replacing	146	4	- air valve piston leak	228	6
- refurbishing	146	4	- cracked vacuum piston	228	6
Lowering a V8	133	4	- failures, important notes	12	1
Moss Dynamic Suspension System	245	6		228	6
Performance Suspension System, BMHE	245	6	- overhaul kit	56	2
Ride height & bumpers	239	6	- replacement	228	6
Reconditioned shockers	257	7	- seal failure	228	6
RV8 front suspension	245	6	- servicing summary	56	2
Shock absorbers			- sequel	94	3
- remove & refit	44	1		113	4
- replacements	257	6	- vacuum hose	12a	1
- reconditioned quality	257	7	Shoes, Mintex	151	4
Soft front suspension	286	8	Silicone brake fluid	228	6
Spax, telescopics			Slave cylinder		
- conversion	175	4	- rear	151	4
- telescopics	257	6	- repair kit	151	4
Track rods ends, releasing	137	4			
Upgrade kit – Hoyle Eng	302	9			
13. BRAKES			14. ELECTRICAL EQUIPMENT		
Anti squeal kit	6	215	Alternator problems		
Brake calliper	6	215	- AC Delco	18	1
Brakes pulling	5	181		28	1
Brake shims	6	215	- alternative alternators	177	5
Brake servo failures				184	5
- air valve piston leaks	228	6	- alternator connector block	203	5
- cracked vacuum piston	228	6	- bolt tightening sequence	92	3
- failures, important notes	12	1	- Bosch alternative	177	5
	228	6	- connector block	203	5
- overhaul kit	56	2	- Lucas alternative	74	3
- seal failure	228	6		74a	3
- servicing summary	56	2	- malfunction	28a	1
- sequel	94	3	- more on alternatives	184	5
	113	4	- parts breakdown	74a	3
- vacuum hose	12a	1		169	4
Brake squeal cure (front)	312	9	- problems	176	5
Compensating lever	118	4	- pulley retaining nut	176	5
Discs			- replacement	285	8
- cooling	41	1	- rectifier terminal fault	298	8
- drilled	41	1	Battery		
- warn discs	181	5	- alternative battery	105	4
Front brake callipers			- caution	250	6
- anti-squeal kit	215	6	- cold cranking current	250	6
- overhaul	96	3	- cold start performance	250	6
- squeal	215	6	- conditioner	213	6
	312	9	- current rating	250	6
Front hose, change point	--	5	- deterioration, lay-up	222	6
Handbrake, compensating			- filler bottle	225	6
			- height caution	240	6
			- lifters	224	6
				225	6
			- management unit	213	6

- ratings	250	7	Stalk switch, steering column	212	6
- replacing 6v with a 12v	240	6	Starter motor		
	250	7	- remove & replace	7	1
	330	9		21	1
- using two 12 v in parallel	331	9	- relay, change point	Chart	5
- revival	63	2	- replacement	18	1
- securing your batteries	185	5		Chart	6
- terminals, faulty	240	6	- solenoid	7a	1
- “top hat” connectors	240	6	Sealed beam upgrade	324	9
	329	9	SU fuel pump, problems	222	6
- Varta’s website	250	6	Tailgate lamp	273	6
- vital check	185	5	Tow bar wiring	117	4
Battery lifters			Thatcham immobilisers	278	8
- Snap-On Tools	224	6	Water pump, electric	288	8
- International Tool Co	224	6		293	8
Caution, terminal clearance	240	6	Windscreen washer pump, change point	Chart	5
Cooling fans			Windscreen wiper motor	82	3
- Oilite washer	15	1	Wiper blades		
- override switch	22	1	- replacement Bosch	198	5
	22a	1	- replacements	198	5
- part numbers	61	2	Windscreen wiper box, change point	Chart	5
Cigar lighter, replacement	127	4			
Cowling, steering column	212	6	15. WHEELS & TYRES		
Door jamb switch	272	7	Alloy & steel wheels		
Fuel pump, problems			- renovating	20	1
- alternative pumps	236	6	- rivets, airtight	20a	1
- Bendix, replacement	236	6	Balancing, wheel nuts tip	291	8
- problems, lay up concerns	222	6	Cones, wheel centres	20b	1
- relocation	235	6	Dunlop wheels		
	237	6	- refurbishment	89	3
	241	6		195	5
- cause of misfire	328	9	- renovating	20	1
Headlamps upgrade	324	9	- rivets, airtight	20a	1
Heated rear window switch, change point	Chart	5	IMS, tyre sealant kit	247	7
Horn fault	307	9	Nuts, chrome wheel nuts		
Horn wiring, fire risk	308	9	- conical seating slave nuts	291	8
Lay-up difficulties			- protecting	138	4
- batteries	222	6		291	8
Lighting history/terminology	326	9	- rusting, solving	283	8
“Lights on” alarm	323	9	- slave nuts, BHH1087	291	8
Oil temperature gauge take off, change point	5	--	Renovation of V8 wheels	195	5
Tailgate, internal light & switch	273	7		297	8
Top hat connectors			Replacement V8 wheels	Chart	6
- access panel clearance	240	6	Tyres		
- battery terminals	240	6	- age replacement	269	6
	329	9	- aspect ratio	187	5
Rear plate lights, change point	Chart	5	- Goodyear Grand Prix	270	6
Rear wash/wipe installation	112	4	- Goodyear NCT	292	8
Replacement starter motor			- Goodyear G800	270	6
- Standard starter motor	6	--	- original equipment	270	6
- Nippon Denzo	Chart	6	- rolling radius	187	5
Reverse lamp switch	194	5	- replacements	269	6
			- sizes	187	5

- supplier, recommended	292	8	Hinge alingnm't, bonnet	226	6
Tyres, original equipment	270	7	Hood		
V8 road wheels	Chart	6	- cleaning coffee stains	232	6
Vibration cure	25	1	- refurbishment	233	6
Wheel nuts			- rear window, scratches	233	6
- avoiding damage, V8 nuts	291	8	- Renovo products	233	6
- Wall Drive Socket	291	8	- soft top proofing	233	6
- conical seating nuts	291	8	Inner door seal screws	263	7
16. BODY			Inner wing, change point	Chart	5
Air dam	288	8	Intake mesh, fitting	243	6
Air intake mesh	243	6	Locks, rubber washers	106	4
Badge			Louvres in the bonnet	149	4
- BGT change	Chart	5	Petrol tank, rust check	14a	1
- original V8 Register badge			Protection against damp	200	5
fixing	129	4	Rear plastic window,	232	6
- location, N/S badges	253	6	cleaning	233	6
- small V8 Register badge			Renovo product range	233	6
fixing	229	6	Rust		
- V8 badge location	253	7	- body care	14	1
Body care				15	1
- corrosion, underbody	103	4	- prevention tip	58	2
- underbody protection	200	5	Rear bumper, ride height	239	6
- front wings	14a	1	Rear fog lights, fitting	110	4
- rust	14	1	Rear was/wipe installation	112	4
Body colours	Chart	6	Rubber lock washers	106	4
	313	9	Sebring panels	239	6
Bodyshell, change point	Chart	5	Splashguards, front wheel		
Bonnet			arch	13	1
- hinge alingment	226	6	Spoiler, front		
- louvres	149	4	- air dam	288	8
- broken release catch	325	9	- fitting	44	1
Bosch wiper blade	198	5		157	4
Bumpers, ride height	239	6	- LE spoiler	109	4
Bumper armatures, change			- sequel	119	4
point	Chart	5	Spoiler, rear (LE spoiler)	109	4
C post			Tailgate, internal light &		
- liner clip	208	5	switch	273	7
- trim change point	Chart	5	“Ted’s knob”, tip	164	4
Club badge			Trim colours	Chart	6
- fitting	193	5	V8 badges, theft/replacing	TET	1
- plinth	193	5	Waxoyl		
Damp garages			- treatment	47	4
- desk top fan moves air	200	5		147	4
- Protection against damp	200	5		148	4
- Damp during winter	200a	5	Webasto blow out	287	8
Door jamb switch	272	7	Wind noise, curing	180	5
Door mirror, change points	Chart	5	Windscreen		
Drain tubes, cleaning	164	4	- inserts, chrome	173	4
Front bumper, ride height	239	6	- replacement	173	4
Filler cap, replacement	280	8	- replacement service	315	9
Front wheel arch panel	13	1	Windstop	321	9
Front wings			Wiper blades		
- fitting new wings	84	3	- Bosch replacement	198	5
- remove & refit	15	1	- replacement	198	5
	48	1	17. SERVICE TOOLS		

Adapter for 1800/V8	192	5
Battery filler bottle	225	6
Battery lifter		
- Snap-On Tools	224	6
- International Tools Co	225	6
Churchill tools for V8	192	5
Clutch centraliser	102	5
Crankshaft rear oil sealer protection sleeve	192	5
Engine sling	192	5
Exhaust valve guide		
- remover	192	5
- replacer	192	5
Gudgeon pin remover	192	5
Hydraulic ramp - Auten	304	9
Socket spanner	192	5
Valve guide distance piece	192	5
Valve spring compressor	192	5
18. VARIOUS		
Anti-theft device		
- device	19	1
- secret switch	289	8
Adhesives for the car	108	4
Badge		
- mounting	129	4
- V8 Register badge	229	6
Battery lifter or carrier	224	6
	225	6
Bayford Thrust	217	6
Buying guide	310	9
	311	9
	314	9
Car Number identity	Diag	6
Dwell meter	240	6
Fire extinguishers	186	5
	231	6
France, new speed laws	234	6
France, registering an MGBGTV8	295	8
Germany		
- increased V8 interest	305	9
- historic classification	305	9
Handling		
- improvements	44	1
	167	4
- upgrade	245	6
- Upgrade Hoyle kits	302	9
Interchangeability of parts	45	1
	212	6
Lay-up an MGBGTV8	122	4
	222	6
Maintenance locations	Diag	6
Mobile phone, new UK law	296	8
Le Mans		
- circuit map	214	6

- planning a trip	214	6
- town map	214	6
Petrol		
- Leaded fuel availability	217	6
- Leaded fuel supplier	217	6
- Lead replacement fuel	216	6
- Unleaded fuel, advice	216	6
Petrol deterioration during a lay-up	222	6
Production, V8 at Abingdon	300	9
Radar detectors	214	6
- general	214	6
- no detectors in France!	234	6
- Valentine One	299	8
Registering an MGBGTV8 in France	295	8
V8 front suspension	245	6
Speed laws in France	234	6
Steering wheel locks		
- Disklock	289	8
- general	289	8
- Yellow Autolock	289	8
Thatcham immobilisers	278	8
Torch for toolkit	223	6
Underbonnet sound deadening	123	4
V8 Register badge	229	6
V8 Roadster conversion	319	7
V8 grille badge & plinth	193	5
VIN identification	Chart	6
Wind noise, cures	180	5
Windstop	321	9
19. INTERIOR		
Anti-theft		
- Eagle Claw	289	8
- device	19	1
- Dicklock	289	8
- secret switch	289	8
- Yellow Autolock	289	8
Air-conditioning background	140	4
Children in an MGBGTV8		
- head restraints	191	5
- seat harness	191	5
Courtesy lamp, rear	151	4
Disklock	289	8
Dog guard, fitting	79	3
Door seal retainer strip	263	6
Door waist rail capping, change points	Chart	5
Eagle Claw, steering lock	289	8
Fire extinguishers		
- detailed note	231	6
- locating	186	5
- types	186	5

	231	6
Fire risk, horn wiring	308	9
Handbrake, change point	Chart	5
Hands free kits, mobile phone	296	8
Head restraints, children	191	5
Head restraint rollers, change point	Chart	5
Heater control cable	Chart	5
Heater control valve		
- adapting an 1800 unit for a V8	179	5
- overhauling	189	5
Horn fault	307	9
“Lights on” alarm	323	9
Mobile phone hands free kits	296	8
Platform, rear modification	178	5
Rear courtesy lamp	151	4
Rear luggage panel	178	5
Rear seat squab, change point	Chart	5
Seats sagging, reviving	190	5
Speedometer		
- cable	49	1
- sequel	102	4
Sun visor, change point	Chart	5
Temperature gauge		
- tip	141	4
- relocating	281	8
Trim colours	313	9
Windblock design	306	9
Yellow Autolock	289	8
Voltmeter, adding	281	8

Note: The MGBGT V8 Buying Guide (Note 310 in Volume 9) covers all aspects of the model.
 Index prepared by Victor Smith (Harvest Gold 1089) on 26.5.03 covering the whole of the Revised Edition of the V8 Workshop Notes series.

Updated to Note 330 on 2nd June 2005

V8LIFELINE

The entries below are based on reports and recommendations of specialists providing good quality maintenance and spares services for the RV8 from our members in the UK and overseas. Note, further contributions to the RV8 LIFELINE will be very welcome.

Brown & Gammons

Provides comprehensive maintenance and spares services for the RV8. Also has RV8s in stock from time to time, including examples reimported from Japan. Brown & Gammons are familiar with the checks and alterations that need to be made to RV8s reimported from Japan. A fast mail order service is available, worldwide. Member of the MG Car Club's "Trade Member Scheme".

Brown & Gammons
18 High Street
Baldock
Hertfordshire SG7 6AS
Tel: 01462 490049
Fax: 01462 896167
www.ukmgparts.com
sales@ukmgparts.com

Recommendation: Bryan Ditchman and many other members.

Moss Europe

Provides a comprehensive spares and parts service for MG V8 enthusiasts from a regional network of Moss outlets around the UK. They provide free parts catalogues in the UK and for a modest postal charge in the rest of the European Union and overseas. Moss has a first class mail order service for customers in the UK and overseas.

Moss London

Hampton Farm Industrial Estate
Hanworth
Hampton Road West
Middlesex TW13 6DB
Tel: 0208 867 2020
Freefone orderline: 0500 479299
Fax: 0208 867 2030
sales@moss-europe.co.uk

Moss Manchester

111-117 Stockport Road
Cheadle Heath
Stockport
Cheshire SK3 0JE

Tel: 0161 480 6402
Freefone orderline: 0800 919764
Fax: 0161 429 0349
manchester@moss-europe.co.uk

Moss Bristol

1-3 Elton Street
Bristol
Avon BS2 9EH
Tel: 01179 232 523
Freefone orderline: 0800 919668
Fax: 01179 428 236
bristol@moss-europe.co.uk

Moss Darlington

15 Allington Way
Yarm Road Industrial Estate
Darlington
County Durham DL1 4QB
Tel: 01325 281 343
Freefone orderline: 0800 590990
Fax: 01325 485 563
darlington@moss-europe.co.uk

Moss Bradford

4 Bolton Lane
Bradford
West Yorkshire BD2 1DR
Tel: 01274 735 537
Freefone orderline: 0800 919971
Fax: 01274 735 595
bradford@moss-europe.co.uk

Moss Derby

850 London Road
Derby
Derbyshire DE24 8WA
Tel: 01332 756056
Freefone orderline
Fax: 01332 572332
derby@moss-europe.co.uk

Recommended by many members as a reliable supplier of a comprehensive range of MG V8 parts – not just the popular items that some of the “cherry-picking” parts suppliers hold.

LV Engineering

Provides servicing and maintenance for RV8s together with mechanical, electrical and bodywork. Also offers an independent inspection and valuation services. Workshops are conveniently near West Hampstead underground station.

LV Engineering

11 West Hampstead Mews
London NW6 3BB
Tel: 0207 624 4588
Fax: 0207 328 1516
lv.eng@anglesint.demon.co.uk

Recommendation: LV Engineering has been a regular supporter of the V8 Register for over 20 years.

RPI Engineering

Provides Rover MGBV8 rebuilds, new V8 engines (3.5 to 5.2 litres), Optimax & Tornado ECU mapping for MGBV8s and RV8s, Weber 500 carburettor kits and high torque cam kits. The definitive Rover V8 website – truly amazing.

RPI Engineering
Wayside Garage
Holt Road
Horsford
Norwich NR7 9AQ
Tel: 01603 891209
Fax: 01603 890330
rpi@rpiv8.com
www.v8engines.com

Recommended by Bryan Ditchman (Caribbean Blue 0269).

Clive Wheatley

Provides full servicing, mechanical rebuilds and V8 conversions. Supplies V8 parts for maintaining MGBGTV8s including gearbox laygears for the MGBGTV8 and rocker covers and parts needed for MGBV8 conversions. Clive also services MGBV8s and MG RV8s and is a convenient specialist for members in the West Midlands.

Clive Wheatley
The Garage
2 Chequer Lane
Pennifields
Wolverhampton
West Midlands WV3 7DL
Tel: 01902 330489
Fax: 01902 337294

Recommendation: Longstanding member of the V8 Register who has specialised in sourcing MGBV8 parts which are in short supply. Ian Cranston (Flame Red 0342) reported he was impressed with Clive's service and knowledge and has booked his RV8 in for a second visit. He says "although Wolverhampton is not exactly handy from Worcestershire, I was very impressed with Clive's service and knowledge and

hence consider the time and distance well worth the effort".

Mill Bridge Garage

Provides full servicing for MGBs and MGBV8s but not set up for tuning RV8s. This friendly garage is run by an MG Car Club member, Peter Stabb.

Mill Bridge Garage
Mill Bridge
Frensham
Farnham
Surrey GU10 3AB
Tel: 01252 793905

Recommendation: Bryan Ditchman (Caribbean Blue 0265) reports a very helpful service.

Swain & Jones

Provide a full MG Dealership service including supplying new and used MGs, servicing and parts. Graham Searle (Parts Department) is Bryan Ditchman's contact there who is most helpful and clearly fond of MGs and V8s. The other contacts are George Channon (Workshop Manager) and Mike Phillips (Senior Technician).

Swain & Jones
East Street
Farnham
Surrey GU9 7SW
Service tel: 01252 716201
Parts tel: 01252 747456
Fax: 01252 712633
www.swainandjones.co.uk

Recommendation: Bryan Ditchman (Caribbean Blue 0265) reports an enthusiastic and friendly service from his local MG dealer. The team at Swain & Jones are very much an enthusiastic team who clearly enjoy working on MG V8s alongside their general dealership role. Overseas members have reported an excellent mail order service too.

Burghfield Starter Motor & Alternator Centre

Dave Hall runs this operation providing professional rebuilds of V8 starter motors and alternators.

Burghfield Starter Motor & Alternator Centre
Unit 2 - The Forge
Reading Road
Burghfield Common

Reading
Berkshire
Tel: 0118 983 2284

Recommended by Bryan Ditchman and Victor Smith.

The Barn (Abingdon Sports Cars Limited)

This friendly and highly recommended garage only deals with MGs. They offer sales, service and restoration services for all MGs including MGBV8s and MG RV8s and usually have one or two V8s for sale. Contact director Martin Cawte who is also the local Abingdon Centre natter leader (2nd Tuesday of the month) at the Cricketers at Curbridge near Botley in Hampshire.

The Barn
Culverlands Corner
Shedfield
Southampton SO32 2JF
Tel: 01329 835393

Recommendation: Nigel Steward (Glacier White 1034)

BHB Engineering

MG specialists covering all models of MG including MGBV8s and MG RV8s. Derek Baker has an RV8 himself (Woodcote Green 1032) and welcomes fellow V8 enthusiasts.

BHB Engineering
22-28 Onslow Road
Southampton
Hampshire SO14 0JG
Tel: 02380 220182
Fax: 02380 220170

bhb@onslow-road.freemove.co.uk
www.bhbeng.co.uk

Recommendation: BHB has been an MGCC Trade member for some 25 years with a fine reputation in MGA rebuilds.

Beech Hill Garage

A family business run by Ted and Sally Riviere who have been working the Octagon at Beech Hill for over 22 years. With Graham and Mike in the workshops, you are assured of good, friendly service and the opportunity to discuss your mechanical and servicing problems directly with the workshop staff. Over the last year, experience with RV8s has increased and all aspects of RV8 servicing and maintenance are dealt

with in-house, bar the diagnostic tuning which can be arranged on your behalf. Beech Hill Garage is located to the south of Reading, about three miles south of the M4 in the village of Beech Hill.

Beech Hill Garage
Beech Hill
Reading
Berkshire RG7 2 AL
Tel: 0118 988 4774
0118 988 5774
Fax: 0118 988 5774

Recommendation: Bryan Ditchman knows the Rivieres well and has found their support and service invaluable.

Abingdon Car Restorations

Provides full workshop facilities, servicing and tuning, V8 conversions and new builds, full and part restorations, resprays, MOT preparation and underseal and Waxoyl service. Member of the MG Car Club's "Trade Member Scheme". Run by Ray and Steve Illing who have been operating as MG specialists for many years. Steve completed his apprenticeship at the old Abingdon Classic Car Company.

Abingdon Car Restorations
Abingdon Road
Steventon
Abingdon-on-Thames
Oxfordshire OX13 6RW
Tel: 01235 833970
Fax: 01235 833970

Recommended by: Geoff Allen recommends them as they did all the body and paintwork on the restorations he carried out for customers prior to his retirement a few years ago. Among the MGBV8s they worked on were the V8s owned by David Biddle (Chartreuse 2839), Ted Lay (Tundra 0946), Andy Harding (Damask 4006) and the John Gay (Chartreuse 2886).

Moonface Classic Restoration

James Phillips runs this MG and classic cars restoration specialist who provides full body restorations, servicing and repairs, respays and touch-ups, and panels and spares.

Moonface Classic Restoration
Unit E1 Bunkers Hill Industrial Estate
Rotherwick
Hampshire RG27 9DA
Tel: 01256 762624

Fax: 01256 762624
moonface@cwcom.net

Recommendation: Bryan Ditchman recommends them and in mid 2002 was having his 200,000 miles MGBGTV8 restored there.

AutoCraft Tokyo

AutoCraft is in central Tokyo not far from the Tokyo American Club in Minatu-Ku ward. They have a good stock of “original parts” that they have developed or obtained for RV8s, MGFs and Rovers and can obtain parts from Rover Japan and from overseas suppliers. They also have a workshop where they provide a maintenance service.

AutoCraft
 1-25-3 Higashi Azabu
 Minatu-Ku
 Tokyo 106-0044
 Tel: +81 3 5563 1731
 Fax: +81 3 5563 1741
tokyo@autocraft.co.jp
www.autocraft.co.jp

Recommendation: Peter Cohen (BRG Metallic 1109) reports “*AutoCraft provides a good spares service for MG RV8s and MGFs*”. They helped Peter get a replacement from wheel bearing in 2000. David Boniface reports “*Autocraft is operated by Mr & Mrs Ohashi and Mrs Ohashi speaks excellent English. They are very helpful and knowledgeable and have an excellent reputation, and specialises in both MG and Land Rover. They usually have some interesting cars around, currently a Morgan with a front-mounted JAP engine and an MGA 1600*”.

Seven-Star

Seven-Star is the local MG Rover dealer in Kobe City in Japan which provides service and parts for the MG RV8.

Seven-Star
 4-8-10 Sumiyoshi Higashi Machi
 Higashi Nada-Ku
 Kobe-Shi
 Japan 658-0052
 Tel: +81 78 821 0999
 Fax: +81 78 821 6466
e-mail/website not known

Recommendation: Report provided by Lance Bennett (Oxford Blue 1595) who says Seven-Star is “expensive but the mechanics are knowledgeable and diligent”.

RV8 Cars Australia Pty Limited

26 Cowper Street
 Granville NSW
 Australia
 Tel: 612 9637 6204
 Fax: 612 9637 0199
www.rv8cars.com.au

Recommendation : Bruce Webster reports that the owners of RV8 Cars are both ex Presidents and ex MGB registrars of the MG Car Club Sydney and really know all about modern MGs.

MG Imports

PO Box 3787
 Loganholme QLD 4129
 Australia
 Tel: 0418 786 214
 Fax: 617 3208 4823

Bruce Webster comments that he doesn't know a great deal about this Company but many of the RV8s imported to Australia are “complied” by the Company.

West End Classics

Keith Evans runs this RV8 specialist which trades in hand picked, first class low mileage RV8s. All RV8s are thoroughly checked over and any work carried out before delivery.

West End Classics
 West End Garage
 129-130 High Street
 Somersham
 Cambridgeshire PE28 3EN
 Tel: 01487 842085
 Fax: 01487 843142
keith@wec.uk.com

Recommendation: Clive Wheatley recommends Keith Evans as someone who is very fond of the RV8 model. Clive comments “his cars are superb, like brand new with all snags dealt with before sale. Clive also stresses West End Classics is not an RV8 reimporter but trader of good quality UK and reimported specification machines.

Ames MG Rover

This MG franchise in Bury St Edmunds run by Richard Ames has a very helpful team with Keith Baylis (Parts Manager) and Stuart Codd (After Sales Advisor). Keith has been particularly helpful on RV8 spares.

Ames MG Rover
 Dettingen Way
 Blenheim Industrial Park
 Bury St Edmunds
 Suffolk IP33 3TU
 Tel: 01284 703400
 Fax: 01284 725300
info@amesmgrover.co.uk

Keith Baylis has assisted RV8 owners with parts information and follows the bulletin board postings on the V8 Register website with interest.

Shoulder of Mutton

A warm welcome awaits V8 enthusiasts at this rural pub because the landlord, Steve Thorning, is a former owner of an MGBGTV8. The Shoulder of Mutton was regular location for V8 Gatherings in the first ten years of the V8 Register and over the last four years has been revived by Bryan Ditchman who lives nearby. V8 enthusiasts can refuel here from a wide choice of real ales and an attractive menu from the dining room or bar snacks. In warm weather the large garden is an attractive place to relax with friends. The Shoulder of Mutton is located on Hazeley Heath just a few yards west of the B3011 from Hartley Wintney (near Hook close to the M3) to Reading to the north. As you approach Hazeley Heath, you will see clear signs for the Shoulder of Mutton directing you to a small road which drops down from the main road and loops past the pub. There is ample car parking.

Shoulder of Mutton
 Hazeley Heath
 Hartley Wintney
 Hampshire RG27 8NB
 Tel: 0118 932 6272

Recommendation: Bryan Ditchman who is a regular as it is his local.

The Star

An attractive stone built pub with a warm welcome offering Hook Norton real ales and an excellent menu in both the dining room and bar. It has a quiet garden for fine summer evenings and ample car parking. Over the years it has become the traditional venue for an informal supper for V8 enthusiasts on the Friday evening of the MG Car Club's annual International MG Weekend Meeting. The Star is located in the centre of Sulgrave, an attractive village some 8 miles west of Silverstone. It also offers limited accommodation which is convenient for Silverstone.

The Star

Sulgrave
 Northamptonshire
 Tel: TBA

Recommendation: Many V8 enthusiasts enjoy this relaxed pub and its fine ales and food.

The Open Road – Classic Car Hire

The Open Road have a small fleet of British classic cars for self drive hire – among them two MGs, a 1969 MGB Roadster and a 1993 MG RV8. So if you are thinking about buying an RV8 and want to see how they drive or whether you could live with one before handing over your hard earned cash, then hire one for a day. Or take the MGB and the RV8 out over the same weekend to compare them back to back. The RV8 we have available is in Woodcote Green, a reimported Japanese model with air conditioning. It had done less than 12,000 miles before coming back to the UK and is in excellent condition. The MGB is a 1969 car in Tartan Red with black leather reclining seats and is in excellent condition too. There are only about 400 RV8s in the UK and we believe ours is the only one available for hire so it offers you a unique opportunity to drive one!

Between 1993 and 1995, MG built a limited edition of around 2,000 RV8s which are based on a modified version of the Heritage body shell of the MGB Roadster and fitted with a 3.9 litre fuel injected version of the Rover V8 engine mated to a five speed gearbox. The brakes and suspension were uprated to cope with the extra power. The interior specification includes seats and door panels in cream leather and door cappings and a dashboard in burr Elm. If you wish to see how the RV8 compares with either the MGB Roadster or our V8 powered Triumph Stag, then we are offering special weekend rates when you can have one car for the Saturday and another for the Sunday. If you want to take advantage of this offer then call us and we will fit you in. But be quick as there are only a finite number of weekends! To see the RV8, have a look at our website.

The Open Road – Classic Car Hire
 Avon Lodge
 Watery Lane
 Sherbourne
 Warwickshire CV35 8AL
 Tel: 01926 624891
 Fax: 01926 624891
openroad1@attglobal.net

www.theopenroad.co.uk

Recommendation: Tony Merrygold, who runs The Open Road, is a member of the V8 Register of the MG Car Club and is clearly a V8 enthusiast who feels that offering prospective members the opportunity of driving the RV8 for a day before they take the plunge and buy one is much needed. He says that "quite a few people hire our cars for exactly that reason, or just for fun or as a nostalgia gift".

Mediterranean Classics

Erik Jeffrey (Woodcote Green 1457) used to run SC Parts Group in the UK which was sold in 2001 and now has a specialist classic car venture in Tarragona in Catalunya specialising in Austin Healey, Jaguar, MG, Triumph and Minis. He has good workshop facilities and a good general stock of spares with a substantial amount of MGB components. V8 Register members are invited to call in if they are in that part of Spain.

Mediterranean Classics
Apartat de Correus 14
43893 Altafulla
Tarragona
Catalunya
Spain
Tel: 0034 977 651247
Mob: 0034 676 4 47195
erikjeffery@hotmail.com

The Meguro Tavern

The Meguro Tavern was established by a small group of middle-aged expats in 1998 and is now the premier British pub in Tokyo. It caters for the needs of both locals and expats who seek an up-market pub-restaurant of the style familiar back home. Great food, ambiance and repartee around the bar. MG enthusiasts find a pleasant mix of like minded people led by Colin Shea, Japan's resident MG RV8 hunter.

The Meguro Tavern
2F Sunwood Meguro Bldg
1-3-28 Shimo Meguro
Meguro-Ku
Tokyo
Tel: +81 03 3779 0280
www.themegurotavern.com
garth@themegurotavern.com

Recommendation: Colin Shea reports that he meets David Boniface there regularly along with three or four other RV8 owners that he has supplied with an RV8 or has met there by chance. It has all the

atmosphere, beer and food you get back home and he says "I would strongly urge travellers to Tokyo to drop in, especially if they love MGs!". Garth, one of the owners of the tavern, got Colin's good looking website at www.mgrv8.net up and running.

V8 Developments

Rover V8 specialists – all aspects of Rover V8 engines from tuning to fault diagnosis, from engine performance upgrades to brand new custom built long engines. Ray Webb has 20 years of experience working exclusively with Rover V8 engines from 3.5 litres through to supercharged 5.3 litres race engines. V8 Developments offer consultancy and engineering, fabrication and engine fitting into TVR, MGB, Rover SD1, Westfield, Dax and many other kit cars. They build engines for many of the leading V8 installers and offer help and advice to many more. Cylinder head porting by Paul Goodenough of TVR and Jaguar fame.

V8 Developments
Cobwebs Farm
Swale Bank
Gosberton Westhorpe
Spalding
Lincolnshire PE11 4LG
Tel: 01775 750000
Fax: 01775 750005
ray@v8developments.co.uk
www.v8developments.co.uk

Recommendation: Richard Parker (BRG 3028) from Derbyshire who says "I have always been treated well and have found them most helpful".

MG Car Centre

James Brown (Blaze 1656 and Woodcote Green 0693) and his son Gavin run the MG Car Centre in Tasmania and import RV8s to Australia. All cars are "ADR complied" and can be delivered anywhere in Australia. The "ADR compliance" means the RV8s have a compliance licence confirming modifications have been carried out so the vehicle conforms with the Australia Design Rules. These measures are to regulate the market and protect the Australia car market from "grey" imports. The MG Car Centre provides a full servicing and spare parts service for RV8s and MGBV8s. They have supplied a number of RV8s to customers downunder and can provide customer testimonials if requested.

The MG Car Centre

2-10 Herbert Street
 Invermay
 Launceston
 Tasmania
 Australia 7250
 Tel: 0418 133494
 Fax: 03 6334 9546
nothing_but_the_best@hotmail.com

James Brown was based at Brentford in the UK with Eaton Corporation back in the early 1990s so knows the UK and MG very well.

MG Rover after sales

The after sales department was based at Cowley for many years until the reorganisation of the Rover Group by BMW when Cowley became the new Mini factory. The after sales team then relocated to Longbridge where the department now resides. The contact there is Stephen Bowen.

MG Rover Group
 Technical Publications
 After Sales Department
 PO Box 41
 Longbridge
 Birmingham B31 2TB

We have no website, email or telephone contacts yet.

Hollands of Cannock

Geoff Langley recommends this V8 specialist in Staffordshire.

Hollands of Cannock
 Church Street
 Bridgetown
 Cannock
 Staffordshire WS11 3DB
 Tel: 01543 502929

Recommendation from Geoff Langley: *"Nigel Holland cut his teeth for many years with Bushbury LandRover, the biggest Land Rover dealer in the Midlands, and started his own operation a few years ago. He has full diagnostic equipment. He is not an MG man but he has made a great job of sorting out the engine management system on my RV8 at a reasonable price. If anyone in the Midlands needs help with their V8 engine, Nigel is your man!"*

Corten-Miller Performance Centre

Although their operation will handle most aspects of motor vehicle engineering and servicing, their particular area of expertise lies in specialist

diagnostics aimed at improving motor vehicle performance. They are agents for Weber, Lucas, Bosch, ASNU (specialist in injector diagnostics), Superchips (based in Buckingham) and deal with both fuel injected and normally aspirated engines

Corten-Miller Performance Centre
 Eaudykes
 Friskney
 Boston
 Lincolnshire
 Tel: 01754 820341
cmpe@talk21.com

Recommendation: John Corten-Miller and Phil Cooley of the Corten-Miller Performance Centre gave the contributor of RV8 Workshop Note 100 a great deal of help and advice in solving some diagnostic issues relating to his MG RV8. He says *"I am more than happy to recommend their services"*.

Roath Garage

They have good experience with Rover V8 engines as they are a registered TVR servicer.

Roath Garage
 Moy Road
 Roath
 Cardiff
 South Glamorgan CF24 4TD
 Tel: 02920 465374

Recommended by Aidan Dickson (Woodcote Green 2115) who noticed "there was little in the way of recommendations for servicing V8s in Wales so I thought I would send one in". Aidan has had his RV8 serviced there and feels they did an extremely good job. The person to contact is "Peter".

V8 Conversions

A long established specialist with V8 conversions run by Dave Vale.

V8 Conversions
 123 High Street
 Farnborough
 Kent BR6 7AZ
 Tel: 01689 858716
 Fax: 01689 861211
v8conversions@mgcars.org.uk

V8 Conversions are well known for their knowledge and good work. They stock an extensive range of MGB body and mechanical

parts, have a Worldwide mail order service, offer MGB and V8 servicing and supply V8 conversions and kits. They are an MG Car Club Trade Member. They are located south of Bromely (in the south east corner of Greater London), just off the A21 in the High Street in Farnborough village.

Next specialist

Text

Address & contacts

Recommended by:

MG Dealers

MG Dealer listing published in the V8 Workshop Notes series has been discontinued

We have previously maintained a listing of MG Dealers for the convenience of our members but we have recently been advised by MG Rover that our listing was out of date following many changes. We had hoped to remedy the matter by simply having a link to a regularly updated listing maintained by MG Rover but we found that was not available. So instead we have a link to a Dealer Locator service on one of the MG Rover websites.

If any member should find the Dealer Locator does not work or that it has been discontinued, please do let the V8 Webmaster know promptly. (23.2.05)

The MG Dealer Locator can be found at:
http://www3.mg-rover.com/mg_GB_en/static/index.html

Click the link above and then click on 'Your Nearest Dealer' under Toolbox

Cover page