

It's amazing what turns up during a Covid-19 lock down

Longstanding V8 enthusiast **John Fry** says "it's amazing what one manages to turn up through the lockdown!" He had found a copy of *Safety Fast!* from July 1981 and had read the V8 Register's section in the Register News part of the magazine. John says "on perusal of the article I see it makes reference to my MGBGV8 - **Mirage 1675** - when I owned it in South Africa. The car is still owned by the friend Nigel Stokes to whom I sold it to in 1985. I still see him from time to time. The V8 now has a 5 speed gearbox. I have also turned up information on the original owner before me who personally exported the V8 to South Africa as an immigrant. I was told by the chap I purchased it from in June 1978 in SA - John Maginnes - that he purchased the car as first owner from a Leyland Dealer in Bute and it was registered as HSJ 60N. Not sure if the V8 Register has all the details but might be worth checking records." The V8 Registrar responded "our copy of the Factory production records shows it was despatched from the Factory on 22nd May 1974 to Dick Bros (Motors) in Kilmarnoch, Ayrshire".

Register News

V8 REGISTER Victor Smith

Many members will have seen in the May edition of that splendid monthly, *Motor Sport*, the reference to the V8 Register. Well, this was one of the fruits of a promotional campaign quietly mounted by Philip Morgan (Jaguar Green 10221) to let the motoring press know that the MG Car Club is interested in the modern MG and has a V8 Register! The response from that mention in *Motor Sport* was both prompt and interesting. A number of enquiries wanted a copy of the reprint of the 'First Fifty' V8 Workshop Notes contributed by members of the Register but for me it was the comments in some of the letters that might interest you.

Peter Wood of Beneden in Kent, for example, wrote, "I was under the impression that your Club did not cater for modern models until educated by the article in the current issue of *Motor Sport*! Could you, therefore, send me membership details, etc., so I may join your register." In another paragraph he continues, "I'm pleased to know there is a hand, however small, of enthusiasts for the V8 model." He mentions that no other MG club has a section devoted to the BV8 enthusiast and adds, "It would appear that the small note in *Motor Sport* may well bring more members to the MG Car Club!" Say no more - it certainly has!

Clearly recruiting is something the Register must turn its attention to. We've now passed the 300 member mark, two and a half years from the formation of the Register. The Register Committee has been considering a scheme to provide a small competition with windscreen recruiting cards bearing members' V8 Car Numbers. Final details and prizes will probably be settled during the Silverstone weekend. On this point, I had a letter from John Fry (Mirage 1675) in South Africa who spotted a V8 in a local garage in Marshalltown undergoing a service belonging to Mr. Phambley - in fact Damask 1231. It had been a Leyland South Africa vehicle and run by the Managing Director, Basil Landau!

During the last month, two members have had bumps with their V8's - Stephen Knightley (0588) sadly had his V8 knocked by a Dutch juggernaut at our Syon Park gathering in April and I hear John Wilson's new Beer-built black V8 roadster had a wing damaged in a workshop whilst in the hands of a rustproofing outfit! Consequently, John will probably miss Silverstone this year.

On V8 prices Charles Williams has prepared our regular analysis of V8 prices for the Fourth V8 Register Journal - available shortly from me at £1.00 a copy including UK postage and packing (non-members), Europe £1.50 and elsewhere overseas £2.50. An interesting article in *Motor* magazine of 28th March this year covered which Classic Sports Cars were worthwhile investments. With charts and graphs they concluded - "only 2600 V8's were made, so they're rare as well as very fast - almost supercar fast. Probably one of the best investment bargains



V8 For Sale

around." Your move now or regret the day when a V8 could be had for say £2,400.

Well, to end with another V8 Workshop Note in our regular series. The 'Next Twenty' or possibly 25 will be available before too long as the flow of contributions is tremendous. Today I have received a letter from Graham Freeman (Damask 1782) on a clutch tip that forms Note No.69 below.

Is your clutch really worn out?

Graham Freeman (Damask 1782) sent in a leaf note on his experience of an engine out and refit which subsequently proved unnecessary. Why? - a worn link between clutch pedal and master cylinder. This forms V8 Workshop Note No.69.

I was having difficulty engaging 1st and reverse gear when stationary and as the car had covered 83,000 miles on the same clutch I decided that a new clutch may solve the problem. On removing the engine and gearbox (not an easy job) and examining said clutch I was surprised to find the clutch plate only half worn. (Not that I had experienced any slipping. Well, I don't suppose you would when you see the size of the beast!) Anyway I fitted a new clutch cover, plate and thrust bearing and refitted the engine. Another monumental struggle. Well, I won't bore you with the details of removing the engine and gearbox (see John Dupont's note on the engine out and refit No.24) for a second time because the car was left in the garage for a few months without turning over the engine, and on inspection the clutch plate had rusted onto the flywheel. Well, on refitting and firing up and operating the clutch sure enough the problem had disappeared, though I need to depress the pedal almost to the floor. Last week the rubber seals in the master cylinder gave up the ghost, and on removal of the metal shroud that covers clutch and brake master cylinder I noticed that there was significant wear on the clutch master cylinder operating lever. The hole which the clevis pin passes through had worn in an elongated

fashion such that there was excessive free play in the clutch pedal.

Now it is my opinion that the changing of the clutch was unnecessary at this stage. Had I noticed the wear on the operating lever and changed this, the existing clutch would have covered another 40,000 miles or so. This wear can be checked by either the free movement on the clutch pedal or inspection of the clutch operating lever. So if difficulty is experienced in engaging 1st or reverse, i.e. grinding of teeth or you find they will not engage, check the operating lever to see that you are obtaining the full movement and no wear has taken place. Also do not as I did leave the car standing for a long period without starting up and operating the clutch. I hope this rambling note may prevent someone going through the torture of an engine removal and refit when it is not necessary!

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SAFETY FAST, July 1981 11

In just 30 months from the launch in October 1978, the V8 Register had **330 members** by May 1981.

V8 Register - MG Car Club 200413-John-Fry-note

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