

**V8****VICTOR SMITH**

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### **V8 Hampshire Tour 2011**

The next V8 Tour in the popular series, planned for the long weekend of Friday 23rd to Monday 26th September 2011, will be based at the Norton Park Hotel near Winchester in Hampshire. Although primarily aimed at MG V8s, MGCs are also welcome and indeed are usually present on the tours, as are any other models of the "Marque of Friendship". On the Saturday after a quiet drive through north Hampshire there will be a visit to the Whitchurch Silk Mill followed by a choice of either a route out into Berkshire and Wiltshire via Avebury or a visit to either the Living Rainforest at Hampstead Norreys or the Crofton Beam Engines on the Kennet and Avon canal. An early start on Saturday will take the group to the naval dockyards at Portsmouth and on Monday there is a visit to Salisbury Cathedral. This year's tour is being organised by Bob and Carolyn Owen. Full details of the programme and booking arrangements are on the V8 Register website at [www.v8register.net](http://www.v8register.net) or alternatively you can email or phone Bob at [v8events@v8register.net](mailto:v8events@v8register.net) or on 0118 933 2533. You can book online or by mail order.

### **V8 Picnic in the Park at Belton House**

Following the successful V8 Picnic in the Park at Calke Abbey organised by Ken Clayton and Carol in 2010, Mike Taylor and Richard Withington are organising another on Sunday 17<sup>th</sup> April 2011 jointly with the

Lincolnshire Centre at Belton House, a National Trust property near Grantham in Lincolnshire. The day is also "Drive your Classic Car Day". A booking form is available on the V8 website. Details from Mike Taylor on 07769 902187.



### **V8 Sunday lunchtime gatherings at Hazeley Heath**

The dates for the traditional Sunday lunchtime meetings at the Shoulder of Mutton on Hazeley Heath in North Hampshire are Sunday 10th April 2011 and Sunday 21st August 2011. Bryan Ditchman lives nearby and will be pleased to see you at the Shoulder of Mutton from noon. The pub does a lunch in the bar on a Sunday which many V8 members enjoy, or alternatively you can enjoy a light lunch in the garden. For further information call Bryan on 0188 932 6346 or visit the V8 website where there is a map showing you how to find the pub.

### **Classics in the Walled Garden**

Classics in the Walled Garden, the popular annual evening picnic within and around the historic Walled Garden on the Luton Hoo Estate in Bedfordshire, will be held on Wednesday 7<sup>th</sup> July this year. The event is aimed at cars and motorcycles aged 20 years and older, but more modern classics are accepted at the organiser's discretion if space permits. It's a wonderful mid-Summer evening with a mouthwatering range of classic cars and there will be music, a licensed bar and some catering facilities. RV8 enthusiasts John Bolt and Ian Quarrington enjoy the event – for more information visit the Rolling V8 Calendar on the V8 website or call Ian Quarrington on 07769 856101.





### RV8 "badging"

Michael Gledstone posted a query on the V8BB saying "I note with some surprise that the RV8 does not display a badge, which says 'RV8'. I realise this is a matter of opinion or personal taste, but I feel a car of this class should have a visible identity. My car only displays ROVER! Has any member fitted an RV8 badge? If so please could you say from where it was obtained?"

Ken Clayton responded - "I assume you are referring to an 'RV8' statement on the badge? I have not seen any RV8s with such a badge, but as you say it's a matter of taste and I tend to agree that it would be 'promotional benefit' to have such a badge displayed on the car. The 'average man in the street' does not know what the model is beyond an MG badge displayed on the front and rear of the car."

A couple of postings from Hugh Boddington and Peter Varley clarified the "badges" offered by Clive Wheatley mgv8parts are the original "V8" logo badges used on the original MGBGTV8 model. Some RV8 enthusiasts have used that V8 logo on the lefthand side of the bootlid in the style of the original V8 badge on the nearside of the MGBGTV8 tailgate.

Ian Quarrington, our V8 Secretary, noted "RV8 Historian John Bolt has the letters RV8 on the boot of his well known car. John is most certainly the man who will have the answer to this question. I will contact him separately to find the answer."

Chris Allan provided more information - "I have the letters 'RV8' on the bootlid of my car, details as follows: they are individual chrome letters, approximately one inch high and located directly above the filler cap, about half inch from the edge of the boot lid. As they were already on the car when I bought it, I can't provide any information on sources." Chris said I can send you a photo so you can at least form a view as to whether you think it's an idea worth pursuing." He then popped out to his garage

and sent in a couple of photos of his "RV8 badge"

John Bolt added "below my MG badge on the boot I have RV8 in letters. This was achieved by using the R and V from the ROVER script that I removed from the front wing of my RV8 and I purchased an 8 from a Rover dealer from a Rover 800. They are all stuck on by double sided sticky tape."

The ROVER badges were fixed to the front wings of Japanese specification RV8s exported to Japan, to conform with local regulations that insisted on the make of car being displayed on the car. Many enthusiasts buying a reimported RV8 in the UK decide to remove the ROVER badges, but care is needed when doing so to avoid damaging the paintwork. Two workshop notes provide useful guidance on removal and the use of double-sided tape to fix alternative badging – see RV8NOTES 183 and 236 in the V8 Register's popular series of useful service tips and spares advice.

Later contributions from RV8 members Richard Woods and Nigel Ricardo indicated you can get the letters for the "badge" from Halfords and on eBay. Nigel said "I changed the ROVER badge on my wings to Adder using the letters - they are the same as the original Rover script."

### Exhaust systems for a Factory MGBGTV8

Chris Miller posted a V8 Bulletin Board message seeking fellow members' experience and opinions with replacement "sports" exhaust systems in terms of ease of fitment, noise levels at idle and on the road, quality and whether two silencers. Allan Reeling responded saying "I put one of Clive Wheatley's single box systems on my V8 but found it a bit loud, so he supplied me with an intermediate box. Now it is fantastic. Bubbles quietly on part throttle but snarls like a TVR when you floor it" Mike Howlett followed up saying "I'm about to fit a Clive Wheatley single box system and am bothered about

the noise it could make. I didn't know he could supply a middle box. He doesn't advertise one. Does it give any ground clearance issues? My current bespoke system is terrible and I grind it on every speed bump so it's one of the reasons I want to change it." Steve Newton at Clive Wheatley mgv8parts clarified the position saying "we now have in stock some intermediate silencers which are 3" diameter by 13" long" offering ground clearance advantages with additional sound deadening.

### MGBGTV8 goes for £12,075 at Bonham's auction at Oxford

Within hours of the auction, Fred Jenks reported John Heagren's 1989 Benson and Hedges Concours International Champion 1975 MGBGTV8 had been sold for £12,075 inclusive of the buyer's premium at the Bonhams Collectors' Motor Cars and Automobilia auction held at Oxford on Saturday 5th March 2011. Without the premium and VAT, the winning bid of around £10,500 was not as high as many might have expected for a really exceptional concours quality car. The Bonham's catalogue said "this remarkable MGBGTV8 has won over 370 concours trophies, making it probably the most successful MG of all time in such competitions. The MG was purchased new by John Heagren who restored the car to better-than-new condition. As well as the B&H 'Concours International Champion' award, his achievements with the car include 54 Premier Class wins, 12 Master Class wins, 44 'Car of Show' awards, 'Best MG in the UK' at the NEC in 1990, 'MG of the Year' in 1994 and Master Car Club 'Champion of Champions' in 1995." John acquired the car in 1995 and was the 4th keeper.

Chris Yates was also at the auction and commented that his inspection underneath the car revealed a truly stunning car. It will be most interesting to learn who has acquired this remarkable V8.



### Fitting central locking to an MGBGT V8

Martin Ashby from Coventry says after owning many modern cars all fitted with remote central locking, he decided to retro fit remote central locking to his V8. He had fitted the same style of kit to other classic cars he had owned including a previous MGB with great success. Here he describes the kit you will need to get and how to carry out the conversion.

First a Universal Remote Central Locking kit must be sourced. A quick search on the Internet will bring up a number of different kits from about £25. They should come with everything needed to fit to your car, except for maybe a couple of scotch lock connectors. It is not essential that a 2 door kit is used, as a 4 door kit is easier to source and then you just leave off the 2 rear actuators then cut off the rear wiring loom if desired. I selected a Universal Kit from HAWK although I have also used a MICROSCAN kit in the past. The kits were almost identical and fitting was exactly the same procedure.

### Installation

The first thing to do is to disconnect the batteries then carefully remove both door casings to gain access to the inner door area, taking care not to damage any fixings. Next the lock rod linking the internal door lock to the lock mechanism needs to be located. This can be found by operating the door lock to see which rod moves as there are two - the second lower rod is for the internal release lever. Once the locking rod has been located, the actuator motor will need to be fixed to the door so that it is exactly parallel to it and below the release rod - see Fig 2 and 3 alongside. It is important to note that the driver side actuator will have 5 wires but the passenger side will often only have 2 wires. It is essential to fit these correctly. A good tip for positioning the actuator is to hold it against the door, parallel to the lock rod then mark the fixing screw holes with a bradawl.

The next step is to connect the actuator to the locking rod. To do this measure the distance in height between the lock rod and the centre of the actuator pin. A metal link rod (supplied with the kit) will then need to be bent into an L shape with the vertical section the height difference measured and the horizontal section about 50mm long - see Fig 4.

Fit the link rod to the actuator as shown in Fig 4 on the following page. The link rod and locking rod are now ready to connect together. To set the correct location of the link rod and clamp, set the actuator to its mid position and also set the internal lock lever to its mid position. The link rod can then be connected to the lock rod with the clamp provided - see Fig.5. Small hands are needed as space is very tight inside the door! Operate the lock manually to ensure that the clamp does not foul any window mechanism. Repeat this process on the opposite door before moving on to the wiring stage.

### Wiring

Wiring the central locking is relatively simple and a neat and professional installation should be possible. Before starting the wiring, both front footwell side trims will need to be removed to enable the wiring to be fed through to the doors. Next a suitable mounting location for the control module is needed. I mounted this behind the radio console using the supplied double sided sticky pad. This is a convenient location for connecting to the existing wiring loom and is a dry safe area.

To enable the wiring to be routed through from the door to the a-pillar, three holes (approximately 10mm) will need to be drilled per side, one in the door, one in the a-pillar and another behind the side trim panel. On my car these holes were already present as it

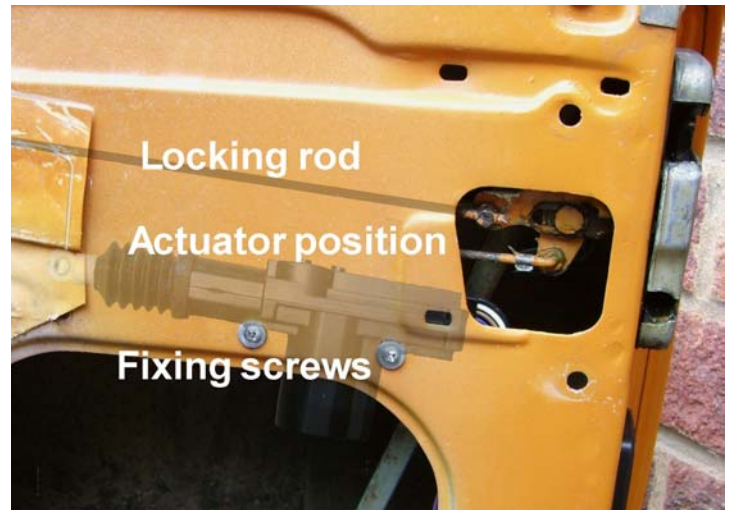


Fig.2. Actuator and Locking rod positions

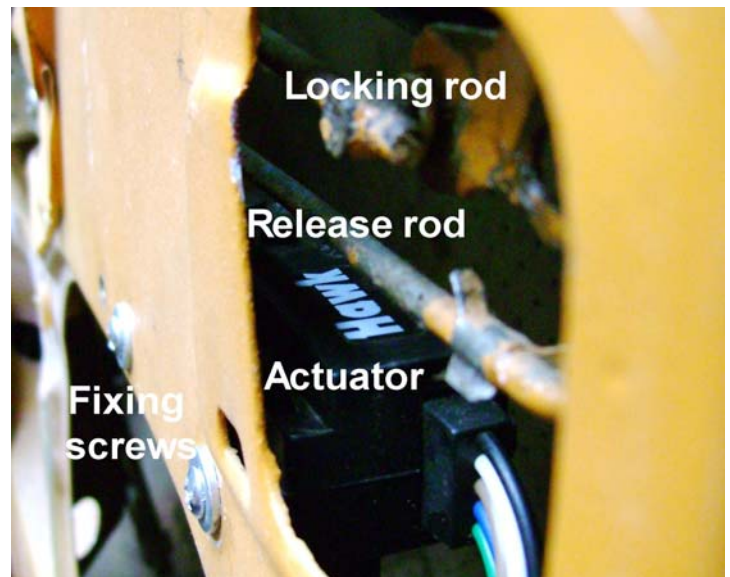


Fig.3. Door internal showing actuator position

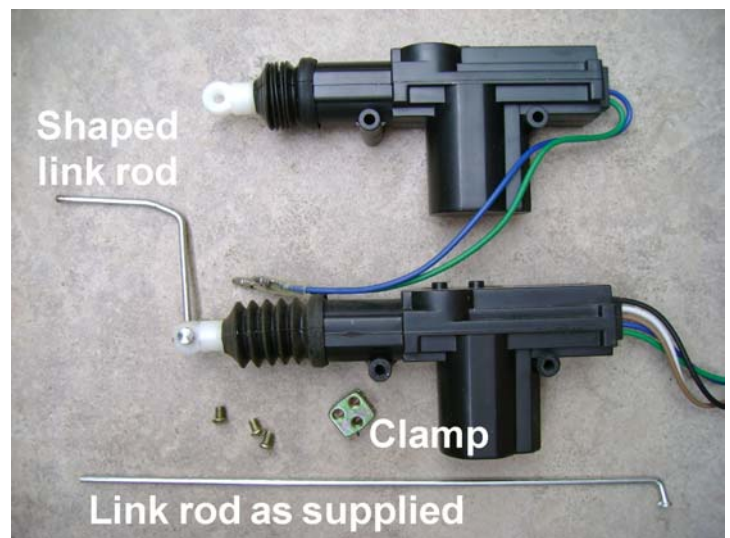


Fig.4. Picture showing Link rods



has previously been fitted with speakers in the doors. The holes on the door and a-pillar will need to be offset by about 60mm in height to allow the wiring to bend when the door is opened and closed. Suitable rubber grommets with a small hole in will be needed for each hole to protect the wiring - see Fig 6 and 7.

Routing the wiring harness must be started from the control module as this is where the harness splits for each door. The wiring should pass along the cross car beam behind the fascia and secured with tape or ties. The wiring is then fed behind the side footwell panels removed previously and through the rubber grommets as shown in Fig 6 & 7.

The wiring should then be wrapped with insulating tape to protect from damage and to look tidy. Inside the door, connect each actuator to the harness and fix wiring away from any window winding mechanisms. Repeat this wiring process on the opposite door.

There are only two wires to connect to the existing car wiring, a permanent live feed and an earth connection. The cigarette lighter is a convenient source for the live feed and any existing earth connection behind the dash can be used. A Scotch Lock connector was used to connect to the live feed from the cigarette lighter and a ring connector crimped to the earth wire allowing connection to an existing earth point. The multi-plug connector on the central locking harness can now be connected to the control module before finally reconnecting the batteries ready for testing.

### Testing

Make sure both doors are shut prior to operating. Press the Lock Button on the remote and make sure that both door locks operate. If either of the door locks does not operate correctly, they will need adjusting. This is probably just the positioning of a link rod and clamp that will need adjusting. Slacken the clamp and move it along the locking rod slightly and retighten. Recheck the operation. If both locks work perfectly the door casings and footwell trims can be refitted and any wiring tidied up. Fitting should be achievable by most competent DIY owners although an understanding of the MGB locking system is useful. It should take less than a day to install.



Fig.1. Hawk Remote locking kit

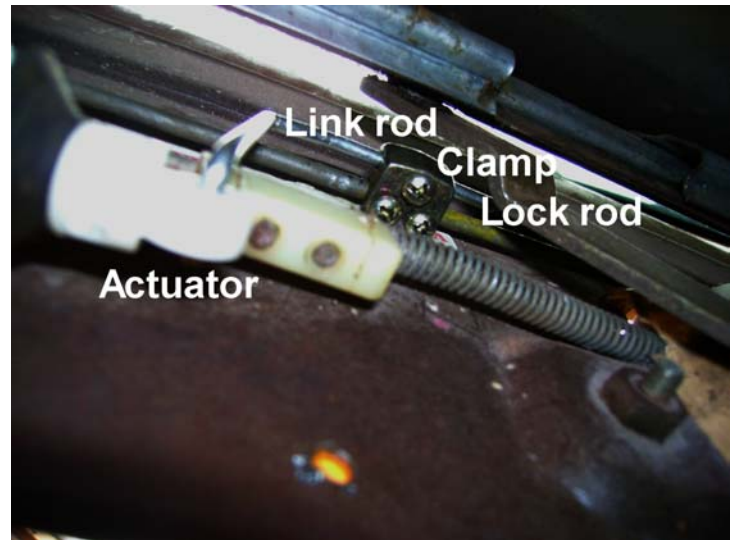


Fig.5. Actuator connected to lock rod (inside of door)

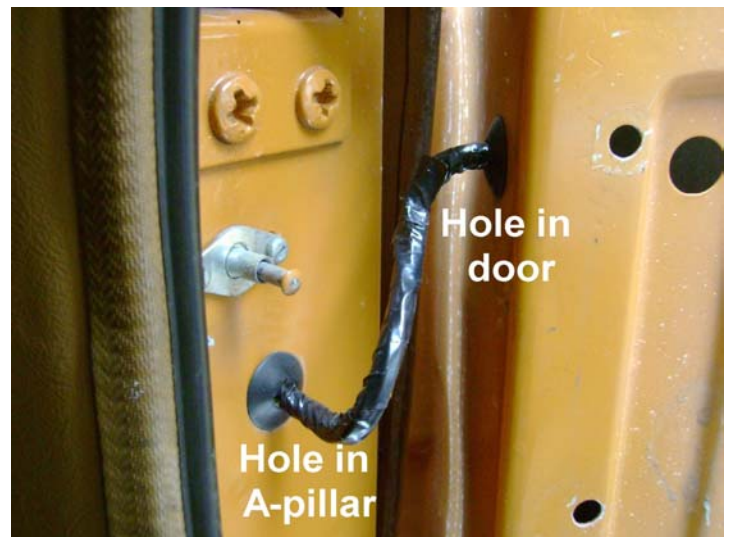


Fig.6. Wiring routed through A-pillar

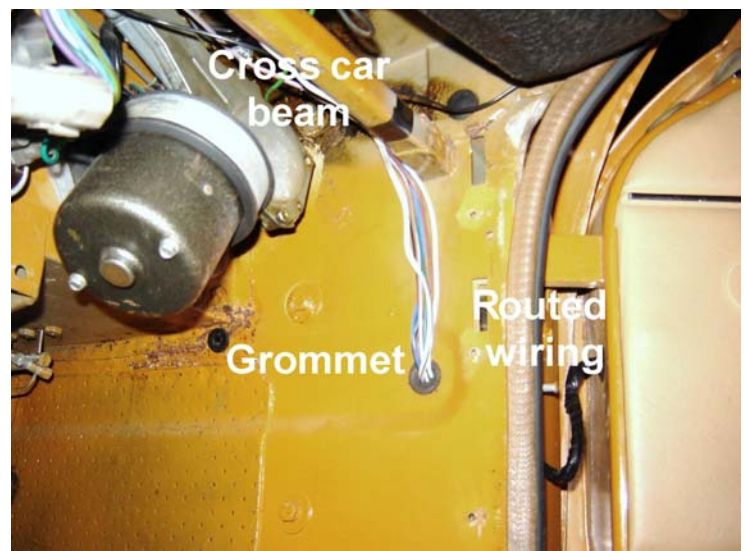


Fig.7. Wiring routed along cross car beam through side panel