



First rubber bumper V8 sold to a Swiss enthusiast

A longstanding Swiss V8 enthusiast, Jacques Milliet, has bought the MGBGTV8 originally owned by Geoff Allen. Jacques knew Geoff well, visiting him on his frequent trips from Switzerland. He has acquired the car for his son Louis. John Davies the previous owner had advertised the car for sale on the V8 Website. He reported in October that "Jacques is coming to the UK with Louis in order to drive the V8 home to Switzerland." Jean Allen was delighted to know Geoff's V8 will be going to a very good long term home and to a younger enthusiast.

V8 Curry 2011

An annual V8 Curry Night has been a tradition of the V8 Register from its formation in 1978. It is usually held in early February and starts the programme of V8 Gatherings for the year! This year it is on Saturday 19th February 2011 at 6.45pm for 7.00pm prompt in Northampton at the Royal Bengal. This well known curryhouse is in Bridge Street and is the town's longest established Indian restaurant serving a variety of authentic dishes. We do not have an online booking system this year so all bookings will need to be made with Tony Lake, V8 Currymaster for 2011, using the booking form you can download from the V8 website or by contacting Tony at tonylake134@o2.co.uk or on 01604 589104. There will be a set party menu offering a

selection of mixed dishes at a special price of £20.00.

As driving to unfamiliar places on a cold February evening can be a challenge, there is a full set of location maps on the V8 website or you can see a good quality map by going to Streetmap service by just typing in the postcode for the restaurant which is NN1 1NS. Why not stay overnight in or near Northampton and attend the Stoneleigh MG Show the following day, Sunday 20th February 2011? The date for the V8 Curry Night has been chosen to enable members to link both events. There are plenty of hotels in or near Northampton but two are close to the restaurant – the Ibis Hotel is within 7 minutes walk with a taxi rank next to it and the Travelodge Northampton Central Hotel is close to the Royal Bengal.

Additive to counter the effects of biofuel on classic car fuel systems

We hear from Chris Hunt Cooke, past Chairman of the Federation of British Historic Vehicle Clubs (FHBVC), that one of the fuel topics they are continuing to examine is the distribution of additives to counter the adverse effects of biofuel in petrol when used in classic cars. The additives for petrol are intended to combat the problem of corrosion in a vehicle's fuel system as a consequence of water absorption and the subsequent lowering of the pH leading to increasing acidity. Four companies have shown an interest in marketing the additives but progress in

moving towards the commercial distribution has been slow so far. Independent tests on the corrosion resistance performance will be necessary in order to be able to endorse any additive and that is likely to involve professional tests undertaken by an independent commercial analytical laboratory. Obtaining information about the chemical content of the product, what exactly it is claimed to do and any supporting data is likely to be difficult as we have seen from our contacts with a leading fuel supplier with an additive in their petrol brands. They did not wish to release any information other than in their press adverts and on their website, presumably because they consider their formulation is commercially sensitive. It's possible a similar stance may be taken by the additives suppliers but understanding at least the nature of the additives' chemistry will help the appraisal.

We hear that even E10 fuel would be unlikely to affect an historic engine if the fuel was used promptly after purchase on a forecourt - the risk was much greater when fuel is stored and the pH is allowed to fall. Of course that is often the case with a classic car covering a limited mileage and being laid up over most of the winter months.

Parts and service publications for MG V8s all on a DVD

Visit the new Motoring Classics website launched and run by British Motor Heritage at Witney and you might well miss a most useful publication - but it takes some finding! In fact some might say it is probably the most hidden MG V8 offer you might ever see! Thanks to George Wilder for spotting this useful item and how to find it. The DVD has the original parts books, workshop manuals and handbooks for the classic models from the Rover group, British Leyland and BMC stables. They have always been greatly sought after by MG enthusiasts. Now owners and enthusiasts have the opportunity to effortlessly collect all the original publications for their MGB, MGC, MGBGTV8 and MG RV8 on one handy and cost-effective DVD.

The DVD is on offer on the Motoring Classics website under "Technical publications - Heritage Range" at **£22.50** plus carriage. Just see what you get for your money - a bargain! An ideal stocking filler for V8 enthusiasts. Visit the BMH Motoring Classics website at www.motoringclassics.co.uk

Was the profile of an MGB bonnet changed for the MGBGTV8?

This topic has seen many accounts over the years so George Wilder has done some

research. As a double-check as to whether the profile or curvature of the bonnet was changed for the MGBGT V8 model to give greater clearance for the V8 engine and ancillaries, two members have measured the curvature of an early MGB bonnet and that of an MGBGT V8 bonnet and report their findings.

George Wilder, with an early MGB Roadster with an aluminium bonnet HZA401, has taken measurements and so has Victor Smith with a steel bonnet HZA4197 on his MGBGT V8. The measurements indicated a minimal variance in curvature on the later bonnet.

George Wilder's research found one of the books on MGB and MGBGT V8 history suggested that the clearances were sufficiently tight that it was decided as a precautionary measure to retool the MGB bonnet to provide a slightly sharper curvature, and hence greater clearance. George Wilder feels it is more likely a reworking of the existing tooling in practice.

During the recent MG80! celebrations at Club Office, George met up with Don Hayter and discussed the bonnet query. Don said new tooling was needed for the steel bonnet for the MGB Roadster and MGBGT as the previous tooling had been designed to handle the characteristics of the aircraft grade aluminium sheet used for the original bonnets for the early MGB models. He added there was no change in the profile of the bonnet fitted to the four cylinder MGB models or the bonnet on the MGBGT V8.

Where can I get good quality ignition parts for an MGBGT V8?

Some poor quality replacement rotor arms and condensers for the V8 distributor, often Lucas branded items in the familiar green boxes, are causing misfiring problems for many MG V8 enthusiasts. In many cases misfiring begins within a matter of 50 to 100 miles of the replacement part being fitted and then it gets progressively worse until the car suffers badly. Many of these remanufactured rotor arms have been failing because the typical "mix" used in the injection moulding contains more carbon blacking and is therefore more conductive. Also the rivet which holds the brass inlay or conductor arm into the moulding, is slightly longer than the original, bringing it too close to the spring clip on the underside where it fits onto the top of the distributor shaft. The high tension current, averaging 30,000 volts, is always looking for the easiest route to earth and shorts out from the tip of the overlong rivet, through the reduced thickness of the more conductive plastic and the spring clip on the underside of the rotor



arm, to earth out down the distributor shaft. Result - no sparks at the plugs.

Well now there is way to avoid that by getting reliable parts. Ian Ailes let us know of a specialist in Somerset, Martin Jay the Distributor Doctor, who has good stocks of original Lucas parts and good quality remanufactured items made to high standards. Telephone Martin on 01398 361678 for more information.

Auction of an offside cast iron exhaust manifold for an MGBGT V8

A former V8 owner found he had a spare exhaust manifold and offered it to the V8

Register for sale to a V8 enthusiast in need of a replacement offside unit with the proceeds going to a charity chosen by the donor - Help the Heroes. The condition of the manifold was virtually "as new" as you can see from the photo alongside. The only issue with the manifold was that one of the bolt holes in the bottom flange had a thread which needed cleaning so the bolt can cover the whole of the thread. That thread was very kindly cleaned by Brown & Gammons. When the auction closed on 31st October 2010 the highest bid was £164 so a cheque has gone off to the worthy charity.





Third V8-Register of Switzerland "Get Together"

Victor Rodrigues reports the vent took place with nice and dry weather in the wonderful region of the canton of Bern. Ten MGV8s - six-RV8s, three MGBGTV8s and one MGBV8 conversion participated. The traditional V8-Register-Welcome with a "Glass of Porto" was served at the specially reserved parking area followed by a guided visit of the cheese factory at Affoltern in Emmentaler where the internationally famous Emmentaler-cheese is made.

Photo left to right: Ruth+ Kurt Strähler, Brigitte Huber, Käthi+Beat Dürig, Verena Studer, Victor Rodrigues, Chistine Spycher, Evelynne Rodrigues, Peter Meier, Michael Bernard, Rolland Müller, Reto Kaufmann, Eric Prasse and Ruedi Spycher.

Flexible fuel hose issue

Dave Shattock mentioned at the Goodwood Revival 2010 that he had his MGBGTV8 gearbox rebuilt by the specialists Hardy Engineering near Leatherhead in Surrey. He said "I must say I was very impressed with Hardy Engineering. I delivered the car to them early on Tuesday and would have had her back on the Friday had not another safety issue reared its ugly head." What was the issue delaying completion of the gearbox repair? Well when the engine and gearbox had been reinstalled and the car was fired up to test things, a jet of petrol issued from one of the under-bonnet flexible hoses.

Dave had replaced all the hoses only four or five years ago with new braided flexible hoses from Burlen, however clearly they needed replacement again. Hardys showed Dave one of the hoses with the braiding stripped off; the whole surface was crazed. It seemed they had worked well until disturbed by the "engine out", but of course could have let go at any time.

Burlen (who have taken over the SU Carburettors spares activities) had told Dave that all their hoses produced over the last two years or so are ethanol resistant so he suggests that if anyone has got older hoses fitted they should replace them as a safety precaution.

V8 Picnic in the Park at Belton House

Following the successful V8 Picnic in the Park at Calke Abbey in 2009, Mike Taylor and Richard Withington are organizing another on Sunday 17th April 2011 jointly with the Lincolnshire Centre at Belton House, a National Trust property near Grantham in Lincolnshire. It is the perfect English country house, set in its own extensive deer park, Belton was designed to impress. The day is also "Drive your Classic Car Day".

V8 German Tour 2011

Longstanding German V8 enthusiast, Walter Kallenberg, is planning a short tour for V8 enthusiasts based at the Hotel Berliner Hof in Remscheid-Lennep over the six days from Saturday 28th May to Thursday 2nd June

2011. Walter says the organizing team "is planning a series of tours around the wonderful area including a day trip to the Nürburgring". He says it is an easy drive from Dunkirk to Remscheid-Lennep taking less than 4 hours. Space at the hotel is limited to only 15 places. Walter would like members to call the hotel and book their accommodation direct and he indicates the price is € 83 per couple per night including breakfast and tax. Walter mentions the "the hotel is not a five star hotel, but it is very nice and we have had a lot of MG meetings there". If anyone has difficulties they should contact him for help using the email contact alongside. When you have booked accommodation at the hotel could you let Mike Taylor know by email so he will know who is attending and will be able to coordinate the arrangements, including keeping you updated on any additional information on the tour. Contact Walter Kallenberg at v8@mgcc.de for more details and bookings.

The event is timed ahead of the major Club event, the European Event of the Year 2011 being hosted by the Belgian Centre so for members planning to attend that event, it will be very convenient to travel on to Spa on Thursday 2nd June. Spa is a drive from 2 hours 40 minutes from Remscheid-Lennep. The event at Spa runs from Friday 3rd June through to Tuesday 7th June 2011. Mike Taylor notes that bookings for the EEOY 2011 at Spa are expected to open at midnight on Wednesday 1st December 2010.

Looking back at Snetterton

Alongside is Don Gilham's photo of John Bolt passing the pits during a track laps session at Club's two day meeting at Snetterton in October this year.





Polar Circle with a V8

Two years ago Godfrey and Inger Barnes took their 1500 Midget to St Tropez and Monte Carlo, so this year they decided to do something different - they would drive their MGBGV8 to the Polar Circle and back. Some people in their local club thought they were crazy, but it was a challenge so they decided they would try. Godfrey relates the tale.

We started off by packing the V8 with some spares, not too sure what we would need but I had every confidence in the V8. Leaving our home at midday on the South Coast of England we drove to Harwich and joined the overnight ferry to Esbjerg in Denmark. The next day at lunch time we arrived in Esbjerg. We set off on the long journey over the Storebelt Bridge and past Copenhagen, then over another bridge, the Oresund (the longest bridge in Europe) which took us into Sweden at Malmo. From there we turned left and hug the coast up to Gothenburg, our first stop where we stayed



for three days, visiting friends and having a rest from driving.

After this rest we set off north on the E6 into Norway past Oslo, through Hamar and stopped overnight at a campsite just north of Lillehammer in a lovely log cabin. We had now travelled 1000 miles. Having left the E6 the previous day, we are travelled on to the R15 and started probably one of the most picturesque roads in Norway. At a height of 1500 metres and passing snowcapped mountains, the road comes down past the famous Geiranger fjord. Up again over the mountains and then down the zig-zag road, across another fjord on a ferry before rejoining the E6 up to Trondheim. The V8 loved this road and was purring along beautifully.

We stopped there for some two days rest and toured Trondheim on foot. Then off again on the E6 for a short while and at Steinkjer we turn on to the R17 coast road passing many fjords, using some seven ferries to cross them. We rested for the night just south of the Polar Circle. Next day we joined another ferry that took us over the Polar Circle. The ferry's captain announces when we actually passed the Circle and could see a globe placed on a rock in the water.

We continue driving along further fjords and the road takes us through several tunnels cut into the mountains. We also passed a glacier which is slowly making its way into the fjord. At Bodo, 120 miles inside the Polar Circle and our most northern stop, we have lunch. Surprisingly the temperature

at lunchtime here is +25C but at night time it drops to only +2C.

We now turn South again on the E6 stopping at the Polar Circle for photos, including leaving our MG Car Club sticker on the post. We have now covered 2000 miles.

We continue to Moirana for an overnight stay before turning left on the road that takes us into Sweden. This road is closed from October to June every year because of snow, but it is clear for us. We stop at Stora Blasjon, My wife Inger's sister lives here during the summer months, so we rest for five days enjoying a little mountain trekking, picking mushrooms and visiting the moose farm. One day I popped down to the local shop and found the V8 is surrounded by road workers admiring the car. Not speaking much Swedish it was pen and paper to write down the age and the engine size of the car. I will always remember the look on their faces when I started the car and the sweet sound as I pulled away.

From Blasjon we take the road down to Sundsvall for overnight stop and the next day on to Orebro, Inger's home town, where her brother lives. Another welcome break for five days, again a bit of walking as well as a boat trip on the lake, before off again south thro Norrkoping, Linkoping, Jonkoping to Helsingborg where we stop again.

The following day we catch the ferry to Helsingor in Denmark., passing Kronborg Castle, the setting for Shakespear's Hamlet. Through Copenhagen to Odense where Inger had always wanted to visit the Hans Christian Anderson museum. Finally we get back to Esbjerg and again the overnight ferry back to the UK and home.

During our four weeks we travelled 3751 miles including 249 miles inside the Polar Circle. The V8 burnt some 541litres of fuel and about one pint of oil achieving 31.5mpg. None of the spares taken were used. and the V8 behaved impeccably. Would we do that trip? – probably not but who knows!

