

Fitting a windstop to an RV8 – RV8NOTE127

John Barnes (Woodcote Green 0636) from Wellington New Zealand had devised a windstop for his RV8 which was revealed in a photo sent in from the NZ 50th Anniversary Event. Here Ian Cranston (Flame Red 0342) from Worcestershire describes how he installed a windstop on his RV8. Ian's car appears on the front cover of Volume 4 and on the RV8 Workshop Notes CD. (Mar 02)

I hesitated to write this workshop note initially, not because I was being selfish and didn't want to share information with fellow RV8 owners but because I thought that the hardened enthusiasts might think me a wimp for wanting a windstop and also because part of the process involves cutting holes in the roof cover which I thought some of you might consider to be sacrilege! Anyway here goes.



Ian Cranston's RV8 showing the windstop (Photo: Ian Cranston)

These notes are based on fitting the original type of windstop sold through MG Dealers for the MGF; it was the type that involved drilling holes in the panel behind the seats. I note that the windstop now sold is advertised as "requires no drilling". I don't know what these new ones are like, but I'm sure that the difference will not be so fundamental that these notes cannot be adapted to suit. I must add that I am not an engineer so I didn't start with detailed drawings and measurements. I had the image in my head that I turned into reality as I went along, do not have details of measurements and angles. The photographs were taken retrospectively rather than during "construction" but I hope there is sufficient detail to illustrate how the installation of the windstop. At the time I didn't think that anyone else would be that interested!

As well as the windstop you will also require: -

- Piece of vinyl to match roof cover, approx. 1sqft
- Nylon blocks (as used by engineers for making spacers, bushes etc..) each approx. 30mm cu.

- Sharp knife, Stanley type or model making scalpel.
- Impact adhesive, Evo-stick or similar.

The first job is to measure the distance between the middle of the two black plastic mounting blocks of the windstop. Then fix the half tonneau or hood cover support frame in place and mark these two points on the frame so that they are equally distant from each end. Make sure that the frame is firmly in position because the next job is to measure the angle that the frame is inclined from the horizontal at these marked points using a square that has a built in spirit level and protractor (I'm sure it has a technical name but you know what I mean!). Slide the drilled blocks over each half of the frame and bolt on the black plastic mounting blocks (supplied with the windstop) and you should end up with something like figure 1 and figure 2.

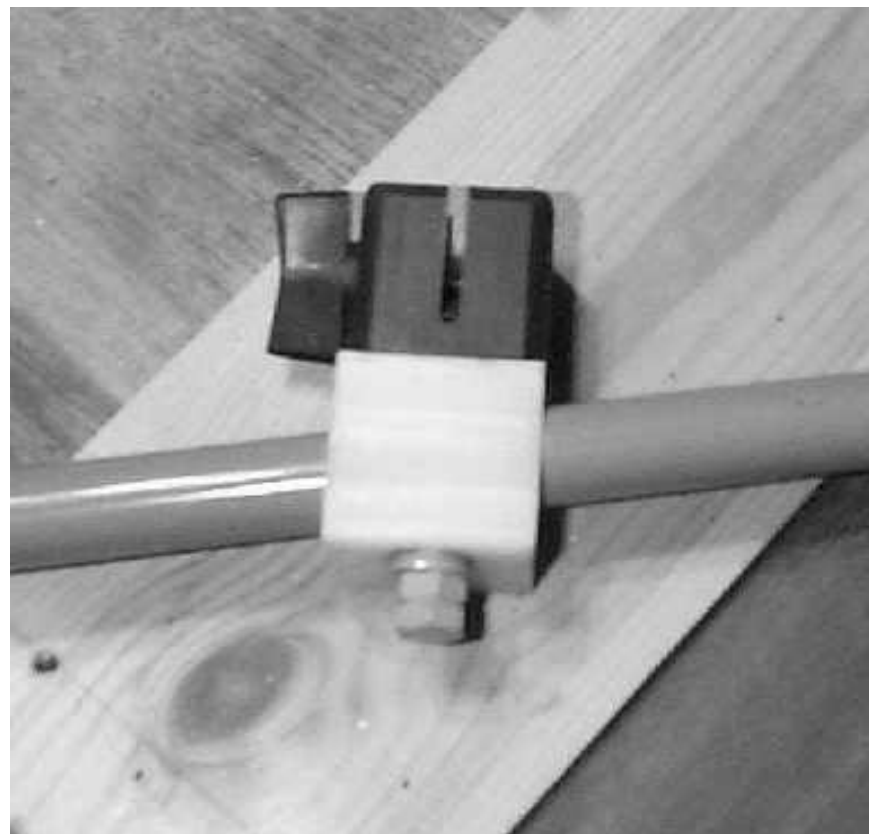


Figure 1: Showing one of the nylon blocks drilled and fixed to one half of the roof cover support frame and the black plastic mounting block (as supplied with the windstop) bolted to it viewed from the front. The windstop fits into the slot which is then held in place by the black wing headed bolt.

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Figure 2: As figure 1 but viewed from the side.

The idea is to drill a hole in each block the same diameter as the support frame so that they can be firmly slid on to each half of the frame and when in place the blocks are square with the car and the tops are horizontal. You need to be fairly precise and this is therefore not a job for a hand held Black and Decker! So unless you have your own workshop you will need to find (as I had to) a friendly engineer to drill these holes at the required angles together with one hole in each passing vertically through the block, and through the middle of the angled holes at a diameter equal to the size of bolts supplied with the windstop (c. 5mm dia.).

Place the frame back into position in the car and hopefully the mounting blocks will be squarely aligned, as figure 3.

The next step requires courage and confidence, and this is where I may earn the title of "The Butcher of Worcester". Place the roof cover over the frame and then

mark where the centres of the blocks are. Remove the cover and cut a small hole at each marked point large enough for your first finger to pass through. Replace the cover and fix as firmly as possible. The idea here is to check that you have correctly marked the middle of where the blocks will pass through before cutting the full size hole. So now, poke your finger through the hole and ascertain the position of the final square hole that should be cut about 4mm bigger than the black mounting blocks, i.e. to give a 2mm gap all the way round. Place the cover back into position and the mounting blocks should pass neatly through the cover which should be able to be firmly fastened down without any undue distortion or puckering.



Figure 3: Half tonneau or hood cover support frame in position with the mounting blocks affixed. (The far one doesn't look too level in this photograph but the frame does go down a bit more when the cover is placed over it).

The holes are then finished off with the matching vinyl by making a square tube with which to line the insides of each hole allowing extra length to enable the ends to be turned down and glued in place on both the top and the underside of the cover, see figure 4.

The inside dimensions of the tube should allow for it to fit loosely over the black plastic mounting blocks. A domestic electric iron can be used to make the creases in the vinyl permanent. The four turned over ends are then covered with the same material with square holes cut in it, as figure 5.

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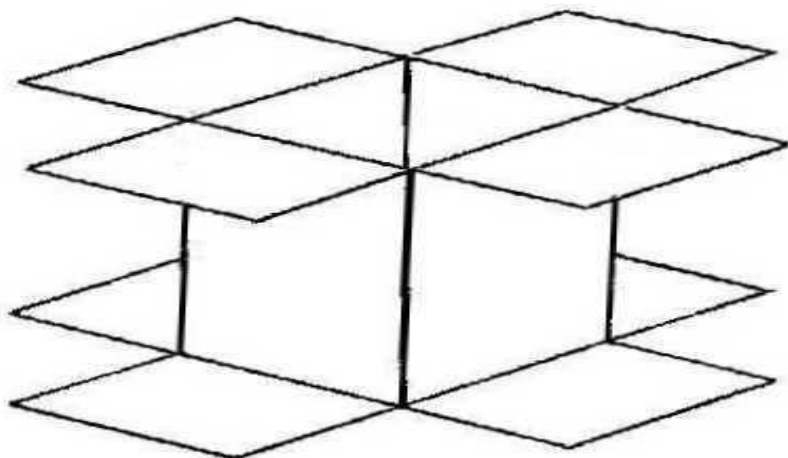


Figure 4: A rough drawing of the “square tube” formed out of matching vinyl showing the folded over ends which will be glued to the top and bottom of the roof cover.

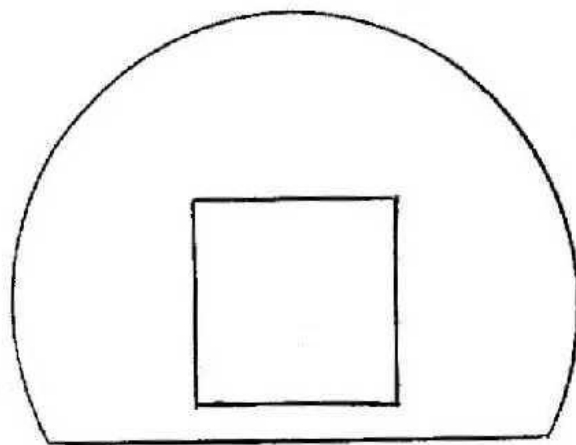


Figure 5: Truncated circle of vinyl, c. 90mm in diameter with a square hole for the mounting blocks to pass through. You will need four of these.

It is not easy to see very much detail on these low-resolution black and white pictures but I have also fitted a high intensity brake light to the lower part of the windstop. The cable is fed through a hole drilled in the middle of the tubular

frame of the wind stop and brought out at one end where it then passes through one of the holes in the roof cover. The cable is fitted with a small audio type jack plug that fits into a socket that has been fitted into the rear side panel just above one of the speakers. A cable leads from this socket to the rear lamp cluster where it joins with the brake light connections.

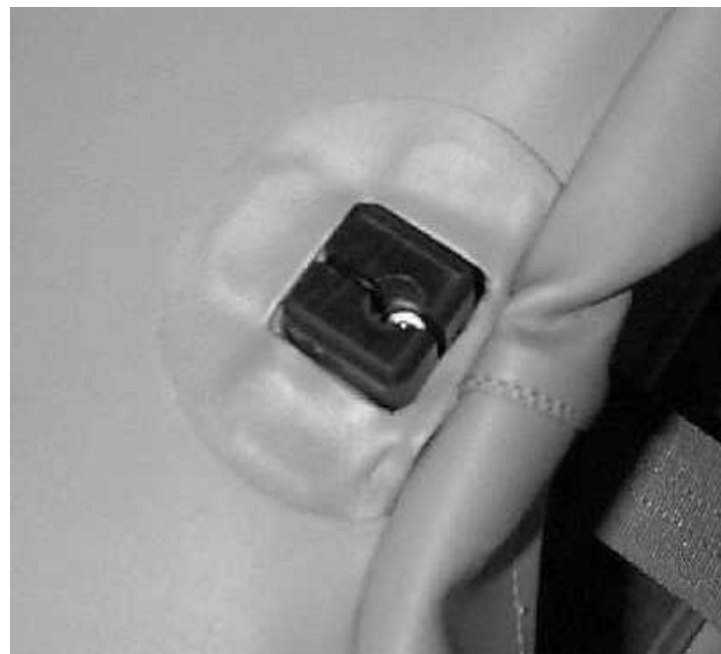


Figure 6: One of the finished holes, covered with the truncated circular finishing pieces, with the black plastic mounting block protruding.



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Figure 7: The half tonneau or hood cover in place with the two mounting blocks showing.



Figure 8: The finished result from the rear.

If anyone would find the original full size colour pictures useful they are available in jpeg format and can be sent via email upon request from me at iancranston@talk21.com. There are 9 pictures and the total file size is around 1.1MB.



Figure 9: The windstop fitted in position.

Footnotes:

- **Sourcing the windstop.** Ian purchased the windstop from his local MG Dealer as a standard accessory and the cost was around £180. Since then a “no drill” version is the standard accessory. Other suppliers advertise windstops in the specialist MG publications like MG World.
- **Benefit of the windstop.** Ian says that whilst it is “not scientifically measured, I would say that at 70mph the windstop reduces the “back draughts” by around 75%”.
- **Stability of the windstop installation.** Ian says that “in terms of stability, rigidity or firmness the windstop doesn’t move at all. With the half tonneau in place, it holds the support frame down very well. The windstop is effectively hinged by its attachment to the mounting blocks and when you push it back, the support frame stays perfectly still. I hate flimsy things and am very satisfied with the end result”.
- **Windstop in place with the hood up?** Ian says he has “not tried to raise the hood without dismantling the whole thing. In any case it is necessary to remove the half tonneau to raise the hood and to do that you need to remove the windstop from the mounting blocks so that would only leave the frame to be removed. Although I haven’t tried to leave it in place I think it would foul the hinges in the hinged hood stays. Obviously the mounting blocks can stay fixed to the support frames. The whole process of assembly and removal only takes 2 to 3 minutes”.
- **Bruce Webster in Sydney Australia** contacted us during the preparation of Volume 7 to say his wife was looking forward to the completion of this article on fitting a windstop to an RV8 as she is “like little Doris in RV8 Workshop Note 83 suffering from her hair getting ruined!” .