

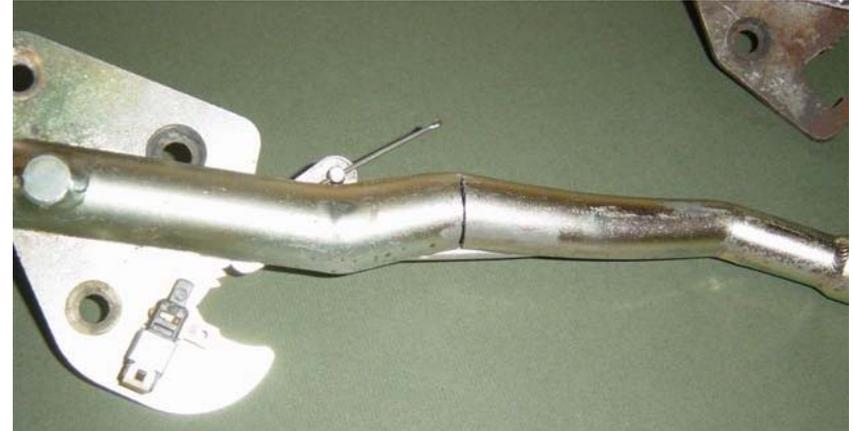


Hugh Boddington found the position of the handbrake grip in the off position on his RV8 was too high and uncomfortably close to the edge of the steering wheel. So he began thinking of how it might be modified so that it was lower. Note, the photo above has the driver's seat removed for access. As the handbrake ratchet and pawl stops the lever being parked at a lower position, Hugh decided the only way to lower the grip was to re-profile the handbrake lever.

So Hugh made a wedge shaped cut in the mild steel shaft of the lever, having removed the rod, spring, button, grip and gaiter, taking care not



to cut right through the section. You can see in the second photo that a substantial portion of metal remains on the upper side of the shaft. Hugh used an old handbrake lever from an MGB to practice the cut to see how large the wedge shaped cut-out would need to be – 3/16 inch. He then refitted the handbrake and bent the shaft of the lever to the profile he wanted which included bending the head of the lever towards the driver's knee to clear the console - a quarter of an inch or so.



The neatly re-profiled RV8 handbrake lever is above with the cut out measured as 4½ inches from the pivot.

The modified RV8 handbrake lever was then taken to a welding shop where the inner and outer faces of the cut-out in the handbrake lever were welded and then ground off to produce a smooth well finished unit. Note the shaft of the lever is a strong "U" shaped mild steel section but an extra strap could be welded to the underside for extra strength.



Comparison of an MGB handbrake lever (top) with the longer RV8 unit.



The modified handbrake lever refitted to the RV8 looks fine.



Using a sheet of stiff white card, Hugh marked out the position of the handbrake lever on his car before and after the re-profiling modification. The result is the head of the lever has been lowered by 5 inches.



With the leather seat refitted, the modified handbrake lever clearly looks far better in its lower position, now well below the lower left hand edge of the steering wheel but comfortably above the edge of the console.

Hugh concludes by saying *“incidentally credit for this useful handbrake modification must go to a fellow RV8 enthusiast from Holland called, I believe, Albert Gagdorn, who had done a similar job on his RV8. I saw it on his car when I met him at the European Event of the Year 2008 in Zug.”*

