

## RV8 Workshop Notes

### What is a Hoyle rear suspension upgrade like?

This is a question for owners when they consider whether to upgrade the handling and ride of the standard suspension package on their RV8. Nigel Hylands-White posted a message on the V8BB seeking fellow RV8 members' views. Here Robert Crowson relates his experiences of a Hoyle set up. (Nov 09)

I looked for an RV8 for quite a while before I bought one so when it came I was very excited. However that excitement soon simmered down after two or three hairy moments in the wet, one ending with me facing the wrong way on a roundabout. Admittedly the car had some rather nasty Firestone fuel saver tyres fitted but it rather knocked my confidence in the wet. This was when I started to look at the Hoyle IRS.

I had a Hoyle rear suspension fitted early last year. I collected the kit from John Hoyle in Epsom and found he is very helpful and knowledgeable person. I very much wanted to do the job myself but working six days a week made that difficult so had to find someone to install the unit. It fits the car without any problems and is well within the skills of the average DIY owner and here's the important part, John Hoyle is at the end of the phone and bends over backwards to help. You couldn't wish to meet a nicer man.

Two years on and I had lost the spare shims for setting up the IRS and he still wouldn't charge me for them as well as spending more time on the phone with my friendly mechanic. I used Poole Lane Classics at Green Hammerton near York. They hadn't seen this conversion before but talked with John during fitting and did a superb job. So if you are contemplating John's conversion, are up in the North of England, don't want to head south then I can thoroughly recommend Poole Lane Classics. Speak to Mark.

When fitting the unit it is important to keep to the settings that John gives you. I took it upon myself to alter the settings in pursuit of even better handling. I lowered the ride height, messed about with toe in and increased the negative camber. I did not improve the handling one jot (as if it needed it!), instead I spoilt the ride quality and wore the inside off a new pair of Michelin Pilots in 2,000 miles! A useful lesson from all this was that a shock absorber is designed to run at an optimum ride height. If you lower the car then it cannot do so and the ride quality is compromised. This was the problem I mentioned in my V8BB contribution in February 2008 V8 BB.

So with the Hoyle upgrade fitted what was the effect? The grip was utterly transformed.

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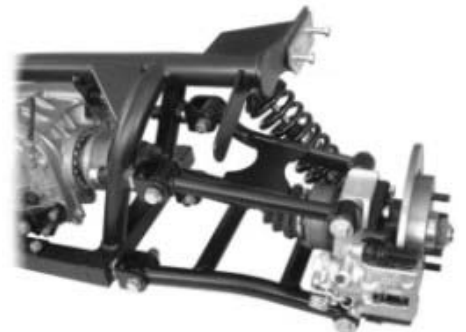


No matter what you do, second gear, damp roundabout, foot to the floor, it simply squats a little and goes where you want it without any drama. Now it has now been on the car for two years I cannot speak highly enough about it as it has transformed the rear grip and also my enjoyment of driving the RV8. Today we have just returned from the V8 Register Tour of Derbyshire. The weather was showery and windy so the roads were wet and covered with leaves. Despite some "press-on" driving the car stuck like glue. The ride quality is also improved.

I have run it with a standard Ford differential while looking for a Sierra LSD but I am now not bothering with the LSD as I think it is unnecessary as I don't have any trouble with traction. The only time you can spin a wheel is if you try a hooligan start. If you enter a bend too quickly the thing just squats a little more and powers round without any drama. I had my RV8 on the dyno recently where it showed 218 bhp (it has slightly modified heads) so I am sure any RV8 in standard or near standard tune will not need an LSD on a Hoyle rear

upgrade. That will help bring down the cost of the installation.

Regarding quality it is so good that if I had the money I would buy another and put a glass top on it and use it as a coffee table!!! It really is that good. It isn't cheap, but as usual, most good things aren't. To offset the cost I managed to get over £1,000 back from the sale of the old axle, springs and shock absorbers.



Do give John Hoyle a call as he is more than happy to talk.

