

## MGB V8 Roadster restoration project – what’s it like driving this car?



This is very much a brief impression but I really enjoyed driving the V8 Roadster and feel Mike has produced a super car. I am sure he and Jane will get a great deal of pleasure out of it. I know that they are ruminating on going touring later this year, perhaps to Scotland, where the V8 Roadster would come into its own.



### What’s it like driving Mike Macartney’s V8 Roadster?

Whilst visiting Mike Macartney recently, Dugald MacNeill had an opportunity of driving the V8 Roadster Conversion Mike had restored which was covered by his popular series of [“Rebuild Reports”](#) published on the V8 Website. Here Dugald gives his impressions of driving the car.

I visited Mike in Norfolk the other week in mid-April during that week of glorious sunshine. Mike hadn’t driven his car since last August, mainly because of the bad weather over winter but also because he has been very busy with other projects; so now was an excellent opportunity to try out his car.

Just to remind you, Mike’s restoration included putting in an RV8 engine in his MGB Roadster together with a 5 speed LT77 gearbox, a Quaife limited slip differential, the Frontline 5 link rear suspension and the Hoyle coil over front suspension. The car is superbly finished in Teal Blue with 15” alloy Minilite wheels.

My first impression on manoeuvring the car at low speed was how light the steering was, much lighter than my Factory MGBGT V8 which Mike had restored as an earlier project. Mike said this was because he had reduced the castor angle to 3 degrees. We drove for several miles along the narrow bumpy side roads of North Norfolk to Bessingham. I found the LT77 gear change rather notchy and I would say that I prefer the feel of the MGB box. The 3.9L RV8 engine has certainly got a lot more grunt than the Factory 3.5L engine. I put my foot down (not to the floor) on a straight bit of road and WHOOOSH!

The ride along these roads was better than my car especially going over the bumps. I didn’t do any hard cornering – perhaps best left to a track day – so I can’t comment on this. I noticed the ride again the next day when Mike, Jane and I went out to a pub lunch at the Banningham Crown in our two cars. As I followed the Roadster I could see how well it sat on the road.

Above left: the V8 Roadster Conversion alongside Dugald’s MGBGT V8 in the car park at the Banningham Crown pub – both in Teal Blue. Above: the V8 Roadster from above.



The V8 Roadster drives out of Mike’s garage for the first time in July 2017 at the end of a very comprehensive restoration recorded in Mike’s Rebuild Reports.

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Beautiful engine bay fitted with an RV8 engine.

### First MOT test of the restored V8 Roadster

Back in 2017 the MOT tester clearly enjoyed examining such a beautifully restored car.



Inspecting the underside of the MG for any faults.



Minilite wheels were part of Mike's restoration.

