



### Restored V8 up on the moors

Peter Head uploaded a photo of his MGBGT V8 (Citron 1693) to the new V8 Grapevine, the online database with search options launched in mid June. The view here is up on the North Yorkshire Moors near Osmotherley. Peter says "from owning my first car - a Midget - I had always aspired to owning a V8. Following an "optimistic" advertisement in a classic car magazine. I purchased the car in 1987 when it was in far from good condition, finished in non original Old English White and with plenty of scope for improvement! Thus began the long and winding road to the present day where the car has just returned to the road following a twelve month strip down and engine rebuild. I always loved the easy going feel of the car with its unhurried engine and its practicality. Now that I have the car that I always wanted in the condition that I always desired, driving the V8 along moorland roads has never been so good! Additionally as a bonus, and thanks to the V8 Grapevine, I now know when the car was put together for the first time!" You can access the "member only" MGBGT V8 Factory records search option on the V8 Grapevine, register or update your registration online and upload a photo of your MGV8 to the new V8 Grapevine.

### V8 Roadster auctioned by Coys at MGLive!

Amongst the MGs and other classics at auction were two V8 powered MGs. One was a very attractive V8 Roadster finished in Tornado Red with Hoyle suspension upgrades front and back, a 3.5 litre V8 engine from RPI producing a meaty 225BHP, Sierra Cosworth rear callipers and pads, Cosworth rear differential and limited-slip unit and a five speed manual gearbox. Chris reports it was sold for £12,000 plus a buyer's premium of 15%. The second car was a V8 powered hillclimb special, built in 1965 and restored in 2004, with a 3.5 litre V8

engine in a steel tubular space frame chassis with an LSD. Chris reports it was sold for £7,500 plus a buyer's premium of 15%. Further details of these cars are on the V8 website.

### Where can I get a touch up!

Angus Munro posed this question on the V8BB and the response was most helpful. Surprisingly Miss Whiplash from Milton Keynes did not respond! Angus Munro asked "does anybody know where I can get a touch up paint tin for my Oxford Blue RV8? I have tried a few of the better known suppliers, some of whom carry the paint sticks only. I also typed in "Touch up paint tin" on the V8 website search box, without a hit. I want the type of tin that has the screw off lid with a little brush inside it. That way I can access the paint with a cocktail stick to apply very small amounts of paint at a time to stone chips and scratches."

Rob Lewis posted a response only 48 minutes later saying "I have just bought one of the same from Halfords. Just take your VIN number with you and they will colour match it. They also do spray cans."

Angus Munro responded shortly after lunch saying "what an amazing result. Following Rob's tip I nipped out to my local Halfords and met, by absolute fluke, the visiting manager of Body Care, the company that supplies the paints to Halfords. VIN number? "No sir, I need the paint code." As I had no idea what that was, he and I went out to the car - and he instantly fell in love with and became very enthusiastic about it. The paint code for my car is on a plate just in front of the radiator, and it is **JSJ**. Sure enough his computer found the car

and the colour and the paint components required for the mix, all nine of them . . . including white. So for less than £9 I now possess a little bottle of Oxford Blue touch up paint. Thank you so very much for the quick reply and tip Rob. I am very grateful to you.

Full details of the colour codes are set out in the copy of this note on the V8 website. See RV8NOTE300.

### RV8 windstop for the taller driver

Angus Munro wanted a windstop but as he is quite tall had to think of ways of adapting the standard windstop. Here he describes the project and in a copy of this note, illustrated with photos, available on the V8 Website he provides a detailed guide to fitting a windstop plus a drawing of the new rail too.

Being of the 6ft frame, I found that the standard windstop solution did not allow the driving position I require for comfort in the small RV8 cockpit. A standard windstop, as supplied by Newton Commercial, fits between the seat back and the hood in the lowered position. This solution spans the hood, above the hood cover, thus allowing the seat to be as far back as possible.

Now all credit to Ian Cranston for his RV8NOTE127 which sets out his very clever idea. I got the idea from Ian and with the aid of a CAD programme, simply made a model and the subsequent drawing along with certain design changes. The drawing makes fabrication easier. The main problem that I found with Ian's method was that the tongues of the tonneau rail were too short to reach down to the brackets because the hood takes up too much space. I also wondered how stiff the rather thin tubing of the tonneau rail provided as original equipment might be. That said, I think the idea is Ian's and I thank him for the inspiration.

I chose to make my "rails" in stainless steel. Mild steel, painted, would do just as well and is a lot easier to work with. I also had a local trimming company make the holes for the MGF brackets to penetrate the tonneau cover. A trimming company was utilised because I felt the cosmetics were important. The result was worth the expense. Incidentally I was able to obtain a secondhand windstop for £50 which seems to be the going rate for them.

The detailed support document is available on the V8 Website which includes a drawing of the rail produced by Angus to assist fabrication. See RV8NOTE302.



### V8s at Geiranger for the EEOY 2009

Allan Doyle reports a selection of MG V8s from various European countries enjoyed the journey across Norway to Geiranger for the European Event of the Year at Geiranger organized by Norske MG Klubb. Allan and Eva Doyle set off from Southern Germany with their V8 several days before the event commenced to see more of Norway as it was their first visit there. Allan says "it was a good day's drive from Nuremberg up to Kiel but the car returned 33 mpg whilst keeping just below 3000 rpm. Some friends have suggested the Munich to Hamburg overnight car train as an alternative but I am not a great train fan. The tunnel under the river Elbe at Hamburg does not have a toll but there always seems to be a queue. The only other MG we saw on this leg of our route was a Dutch registered MGB with the roof down whose observant driver waved as we passed.

The Kiel/Oslo ferry is a very comfortable way to cover the mileage and, although not cheap, the journey has to be broken somewhere. After subtracting petrol saved and the price of a good hotel room, the ferry price becomes more reasonable. I have driven over the Great Belt bridge between Denmark and Sweden before but passing under it in a 15 storey ship is even more impressive. I believe the towers are the tallest structures in Denmark. We had a leisurely breakfast the following morning during the three hour cruise up Oslo fjord.

Oslo is not a great place for cars, although it was probably much worse before the tunnels were built. Most of the city can be explored on foot. From the new opera house to the palace is about 45 minutes through the city centre. The Viking, Fram and Kontiki museums are a little outside the centre and were left until our return trip two weeks later.

The first overnight stop in Norway was with some old friends in Hov, a little town about 100 km north of Oslo. From there we followed their MGA up to the overnight stop at Beitostølen suggested by the NMGK. The skiing area of Beitostølen reminds one of Scotland rather than the Alps. Around twenty MGs had chosen this stopover.

The following morning I had my first breathalyser test in nearly 40 years motoring at 10:30 am - luckily I had not had my usual G&T

for breakfast! It is interesting to note that drinking and driving are taken seriously in Norway with random spot checks despite the relatively high price of alcohol compared with Germany which naturally deters general consumption. The roads are also well spread with speed cameras which effectively inhibit any really fast motoring. Somewhat surprisingly, the road surface is not always as good as it could be which also limits speed. The potholes may well be left over from last winter but are worth avoiding. Petrol prices vary considerably within the country, with Oslo being cheapest and roughly on par with prices in Germany.

Geiranger itself is very spectacular. In particular the Eagle's road, which winds its way up out of the fjord, was great fun to drive. In the V8, 3rd could be used for most of it with 2nd on the hairpins. No overheating problems. The QM2, along with several other cruise ships, visited the fjord during our stay which helps give some scale to the photographs. Hiking up the other side of the fjord on our day off showed just how empty Norway can be when you get a few minutes outside the main attractions. We even saw a couple of wild reindeer.

The Geiranger event was attended by around 250 cars with 500 crew. Total V8 participation was about half a dozen, with an even balance between RV8s, Factory V8s and conversions. There were also several other interesting non-MGs taking part such as Healeys, Morgan, Jaguar and BMW together with the Volvo repair team. There will no doubt be a full official report elsewhere in the magazine but if anyone would like to see two good collections of photos - the Norwegian website [www.nmgk.no](http://www.nmgk.no) (click on: Stadig nye Bilder fra European

Event 2009) and the German website [www.mgcc.de](http://www.mgcc.de) (EEOY 2009 in Geiranger, then click on WEITERLESEN and scroll down) are well worth a visit.

For the return leg, we took a series of ferries and tunnels to Fläm for a couple of nights. The tunnels do take a bit of getting used to. They do not seem to compensate with stronger lighting at the portals as we are used to. A short stop at the foot of the Jistedal glacier (the largest in Europe) and at the info centre is well worth it. Walking up the valley at Fläm was a marvellous experience. We did use the train for a short stretch up and the last bit down. You could go the whole way by train but miss out on some magnificent views. The drive across the Hardanger with perfect weather with the sunroof open was wonderful MG motoring. Got about halfway up Prestholt (near Geilo) before snow stopped play.

Overall the weather could have been better - we had some snow in the mountains and heavy rain in Oslo - but the sunny days in between more than made up for it. A good hat and sun blocker are important things to take to Norway along with a crate of German beer as the cost of beer in Norway is heart stopping! Having the car properly serviced beforehand (mine was done on a trip over to the UK by Clive Wheatley) is an essential prerequisite for the several thousand trouble-free miles involved.

NMGK's organisation was perfect. Thanks guys! Hope our MG friends in Italy have as much success in 2010." *V8s of Alan Dakeyne, Peter Forstner and Allan Doyle at Geiranger. (Photo: Peter Forstner)*





new V8 engine and all the parts necessary for the conversion. The conversion began that month. The 3528cc engine originated from a Rover SD1 Vitesse, the high compression 9.75-1 unit with the larger valve cylinder heads, mated to RV8 headers. The unit was completely rebuilt and is stock other than for a slightly up rated cam and lightened flywheel. The carburettor is the four barrel 500 CFM 'Edelbrock'. The factory Vitesse came with 190 BHP so I am hoping it will still be around this figure - the Dyno test booked for next month will confirm. The gearbox is a 5 speed Rover SD1 V8 unit and rear axle is standard MGB V8, front brakes have the X25 upgraded discs and pads. The conversion was completed in May 2009 taking approximately 250 hours.

I have read that the V8 is the engine the MGB always should have had, with effortless cruising and fistfuls of low end power. I support that view whole heartedly. Each time I turn the key and that glorious V8 bursts into life, I just grin from ear to ear. If any of you out there are considering your own conversion then believe me you will not be disappointed. All work has been carried out by my self with the exception of the final paintwork which was carried out by my good friends David and Richard of "Merlin Bodycraft" in Brackley in Northamptonshire.

Article and photos by Roger Shackleton. He has a more comprehensive article available on the V8 website.

## A V8 Roadster called 'Scarlet'

My venture into the world of MGs was by pure accident, I had just completed the rebuild of a late model 1997 Mini Cooper for my son Alex, as a present for his 17th birthday. It wasn't too long before boredom once again set in. What could I do next? During my teenage years I had always had a healthy interest in the early 70's MGB and loved that glorious sound they made, unfortunately lack of funds and a need to carry four made the dream just that.

The dream was always there, so some 30 years on 'Scarlet,' as she is affectionately known, was purchased in November 2006, originally a rubber bumper car from early 1981. She had covered 90,000 miles from new, with part service history and all MOT certificates from new. As the car had been Zeibarted from new, she was generally structurally sound with original floors and sills. She was in rather a poor state as regards paintwork and interior having being neglected and used as an every day car for the last three years of her life. Both wings and both door skins were in a sorry state so had to be replaced. I was never a fan of the rubber bumper cars, so they had to go, and so began my quest to recreate the car I always wanted.

The interior was stripped and discarded, the body converted to chrome specification and treated to a bare metal re spray in 2 pack paint, in the original colour Carmine Red. The Rostyle wheels were the next casualty. All the suspension was overhauled and lowered to as near as possible original chrome bumper height and the running gear converted for wire wheels. My 70's car was now looking like a late 60's car, so to complete the look a new slatted front grille, a nice new set of chrome wires, black leather upholstery with red carpets and a Mota

Lita steering wheel were all installed. A new Mohair RV8 style hood keeps the rain at bay.

The restoration was completed in May 2008, but I was always dissatisfied with performance from the old 1800 power plant and could never reproduce that classic B exhaust note. I toyed with the idea of a fast road 2 litre unit until my good friend Perry Stephenson, a well known MGBTV8 drag racer, got me thinking about a V8 power unit and why not! Costello started it all, BL had a go, so why not. I did lots of homework asked lots of questions and the interest grew.

The old 1800 unit remained in place until October 2008 whilst I prepared the



# V8

Victor Smith 0208 392 9434

[victorsmith@v8register.net](mailto:victorsmith@v8register.net) [www.v8register.net](http://www.v8register.net)



## RV8NOTES Volume 9 launched

The popular series of maintenance and spares notes and tips contributed by fellow V8 enthusiasts has moved into a ninth volume starting with RV8NOTE301 from Hugh Boddington. He was looking for replacement boot bulkhead clips for his RV8 but had been unable to get them . . . and then saw them mentioned in a magazine and found a specialist supplier. You can see the whole contents of the series online and download a free copy of the detailed index maintained by the Editor. You can obtain a copy of the whole series on a CD using our Online V8 Shop. For members who have previously purchased a CD there is a discounted update CD available.

## More biofuels news

Barrie Jones spotted a Daily Telegraph article with a warning "Beware French petrol, British tourists told"! It reported that the new "environmentally friendly" petrol – 95-E10 – on sale there is a mixture of regular unleaded and ethanol. It is suitable for modern cars but can damage the fuel systems of cars registered before 2000, which of course includes classic MGs. Motorists can unwittingly fill up with this biofuel concoction as it sits alongside the commonly used and similarly named Euro 95 on French filling station forecourts. Euro 95 on French filling station forecourts. The RAC says 95-E10 is 90% standard unleaded and 10% ethanol. So our earlier concerns with damage to carburettors and rubber fuel components, including seals, from biofuel apply to our classic MGs.

## V8s at MGLive! 2009

The innovations for MGLive!, the revitalised annual event at Silverstone, were tremendous – not least the display of MGs in the Club's main marquee, the Coys auction which included many MGs with two V8 powered cars and a dyno providing power runs for members' roadgoing MGs. Fortunately the weather was good and dry underfoot so the V8s were parked up in great numbers alongside the familiar V8 marquee, the meeting point for V8 enthusiasts. Well over a hundred MGV8s arrived on both days despite the dire weather forecasts but in the event it was a "great escape" – the weather proved fair and at times sunny and hot.

## Dyno sessions popular at MGLive!

The sessions proved popular with over 80% booked ahead of the MGLive! weekend. Bernie Bowden and his team from Novatech provided members with three power runs and then printouts of the brake horsepower and torque curves and air/fuel mixture readings for their roadgoing MGV8. Ralph Coulson's attractive V8 Roadster in Flame Red, originally the V8 conversion carried out by Roger Williams for his well know book "How to give your MGB V8 Power", produced a maximum of 158BHP at the wheels, equivalent to 202BHP at the flywheel.

## V8 Supper at Sulgrave and the V8BBQ

The traditional V8 supper at the Star Inn at Sulgrave saw some 35 members enjoying a convivial start to the weekend. The V8BBQ on Saturday enjoyed fine weather but as members began to prepare to leave at the end of a pleasant evening heavy rain soon followed for the night. Clive Wheatley's team of cooks prepared well over 120 delicious suppers.

## Three new members elected at the V8 AGM

David Biddle, Bob Owen and Mike Taylor were elected to the V8 Committee at the V8 AGM on

Sunday as Gavin Bailey and Mike Russell stepped down from their secretary and regalia roles. Julian Holmes also volunteered to take on the V8 Regalia. The traditional three awards in memory of members who contributed so much to Club life were made – the Chris Dodds Award went to Bob Owen for his hard work in researching and writing the comprehensive and authoritative six page article on brake fluids published in Safety Fast! at the end of last year, the Ian Lloyd Cup went to Mike Russell for his long service on regalia and the Geoff Allen Cup went to Rob Lewis for bringing good cheer to the V8 Register – a reason Geoff would have agreed was admirable!

