



Chain reaction - how the sale of a V8 was linked to much more

Don Gilham in Norfolk relates how he came to buy an MGBGT V8 (Black 0974) from Stuart Mumby - a complicated tale involving a number of other MG enthusiasts and sales of MGs too.

At the beginning of May I bought a lovely mineral blue 1967 MGBGT on sight without a test drive, but I found the car a little underpowered so after a month I put it up for sale. Chris Bone phoned on Tuesday last week (8th June) asking if it was still for sale. As we talked, I told him I was looking for a V8, and his reply "oh I've just sold mine" led to what happened next.

Chris duly arrived the next day and poked and prodded and looked and fettled, and decided to buy the MGBGT, so we shook hands on a deal - that's another story but not for the here and now. As he knew I was after a V8 he was kind enough to access his email from my computer to show me details of a black MGBGT V8 owned by Stuart Mumby that he had seen at MGLive! at Silverstone the previous weekend. Stuart hails from Shiptonthorpe in East Yorkshire.

By the time Chris got home (an hour's journey back to Swaffham), I had phoned Stuart and bought his beautiful Black V8. Also - Chris had told Stuart of a very nice TF 160 that was for sale in Norwich and lo and behold Stuart made the trip from Yorkshire to Norwich and bought the TF 160 on the following Saturday (12th June). There was then a lot of umming and ahing about how to get which car to whom, as Chris still had

to hand over his MGBGT V8 (Teal Blue 0704) that he had just sold to Harry Eddison up in Holt in Norfolk. This was done on the Wednesday (16th June) when I met Chris near Holt, and after some imbibing in a lovely pub (The King's Head at Letheringsett - highly recommended) we took Chris's V8 to Harry - who, incidentally, has the most beautiful MGA Coupe - and then Chris and I returned to my house in Broome, from where Chris beetled home in his new 67 MGBGT.

Nope, it's not finished yet. We were still umming and ahing about how to get my new V8 from Stuart in East Yorkshire to Norfolk, and Chris very kindly offered to drive me up to Yorkshire. But no need as Stuart Mumby had to pick up his TF 160 from Norwich, so he kindly offered to bring the V8 down to me in Broome the next day (Thursday 17th June). Chris came over in his newly polished MGBGT and the three of us went to Norwich so Stuart could collect his TF 160.

There you have it - four MGs rotated in less than two weeks, two of them being MGBGT V8s (Teal Blue 0704 and Black 0974) and a lovely time was had by all except for Chris whose speedometer attacked him on the way home!

And finally two footnotes: Black 0974 was owned for many years by Dave Wellings, who carried out a comprehensive restoration of

the V8 but finally decided to sell up and get a Morgan, and Harry Eddison is a former V8 enthusiast, who used to own Flamenco Red 2550 now owned by Nick Ashmore, who recently decided to get a V8 again. Of course Harry has been welcomed back with enthusiasm! We hope to meet up at the V8 Gathering at the MG Car Club's race meeting at Snetterton in October - for details see the online Rolling V8 Calendar.

Enjoying an RV8 in Switzerland

Swiss MG enthusiasts like Victor Rodrigues and Tom Studer have always been keen on MGB V8s and so is Michael Bernhard, from the Lake Geneva region. He reports his RV8 Woodcote Green 1169 has now covered just under 20,000 kms and is still going well. He says I am busy negotiating an EZ Electrical Power Steering on the RV8 in such a way that if I get it homologated here in Switzerland for the Swiss importer, I will have earned the device. Almost there!

I had to change the petrol pump which had a severe leak - I believe I must have lost more petrol on the road than in the engine for some time. Now the car runs so smoothly, it is incredible and I do an average between 8 and 10 litres per 100 km depending if it is in town, rural roads or on motorways. The pump and both filters were found after a single phone call in a morning here in Switzerland by my small local repair shop. I also refurbished the rear drum brakes. When we removed the drums, the brake mechanisms looked brand new - even the springs are still with their red paint. New master cylinders (also found here locally the same morning) and new linings were replaced in a day and now the car is fit for many more miles.

My car has inspired at least three people in Switzerland to import RV8s as I drive it around this part of the country. RV8s seem to have become "common property" here in Switzerland.





Classic cars events

Ian Quarrington reports that whilst the weather may have kept away the large crowds that usually attend the classic car gatherings at Knebworth House in Hertfordshire, the June event had a good range of classic cars including a very good example of a Citron coloured MGBGT V8 on display. Ian also attended the Classics in the Walled Garden event held at Luton Hoo. Ian says it is wonderfully relaxed and you never quite know who or what will come along. This year John Bolt and Mike Gibleen represented the V8 Register with their RV8s but there was a huge variety of MG cars including an "N" Magna and several T types. Bill Silcock, Club director, was there with his wife in their MGB. A glass of Pimms seemed to be the order of the evening. This event is organised by Peter Madden who for many years ran the well known Classics on the Common event in Harpenden. Ian was there in a Lotus!



V8 Cambridgeshire Tour 2010

The tour is over the long weekend Friday 10th to Monday 13th September with a programme of visits to Fenland attractions and an ancient Cambridge college. The base will be the Holiday Inn at Cambridge. Further details of the event, booking arrangements and location maps are available on the V8 Website via a link on the Rolling V8 Calendar or you can contact David Allen on 01778 343235.

Factory V8 sold in a day!

Stephen Nash says "I am well pleased and sad at the same time! After 35 years of ownership I have sold my V8 on the day after the webpage listed her for sale. She was purchased by a German from Cologne at the asking price. I also received another enquiry from a German enthusiast and more than three from the UK." Stephen adds "on the bright side I do not have to beg or borrow a neighbour's garage and can commence the restoration of my MGA. My thanks to you and all those who contribute to the V8 Workshop Notes and articles in the Safety Fast! magazine."

Gabicce Mare EEOY 2010

Victor Rodrigues, our Swiss V8 Register contact, reports the Gabicce Mare European Event of the Year 2010 was very well organised by Fabio Filippello, president of the MGCC-Italia. It was held over the period 24th to 31st May at the traditional and beautiful Gabicce Mare on the Adriatic

Riviera. This year a record number of 193 MGs, including fifteen MGV8s, joined the event from 16 countries. For the first time, MG enthusiasts from Australia, Austria, France and Portugal were participating at Gabicce Mare. During the whole event the tradition continued of daily scenic routes of between 50 to 230 km.

Each route was escorted by a very efficient and cooperative police escort with their ten blue motorcycles and a very special and fast "Lamborghini" police car. The escort secured free movement for the MGs through the traffic – they did a simply great job which was very impressive for all participants on the tour.

How easy is it to get a cherished number plate for an MG?

George Wilder has just obtained an "MGR" number plate for his RV8 (Caribbean Blue 2123) and says the process was very straightforward and not unduly expensive. George is preparing a note on how the process works with his useful tips. He says "the plate direct from the DVLA including all taxes and transfer fees cost £250. I walked into the local DVLA office in Chelmsford yesterday and waited five to six minutes to see the counter staff, and then the process took only five minutes including printing a new tax disc and MOT certificate. The Form V5c will follow later. Easy, quick and efficient."

Rare MGV8 book offered at an extraordinary price

V8 enthusiasts have seen the price of the increasingly rare book MG V8 – Twenty-One Years On attracting hefty prices as George Wilder reported back in November 2009 when he spotted another copy sold at auction on eBay for £99.95. Well in late June Stuart Middlemiss spotted another copy offered for sale by Octagon Originals Old Motor Shop on eBay at the astonishing price of £125! Then a matter of days later another copy was up for auction on eBay starting at a fraction under £50.



**V8****VICTOR SMITH**

0208 392 9434 victorsmith@v8register.net www.v8register.net

**New route for the Brooklands to Brighton Regency Run 2010**

Ian Quarrington reports that three RV8s enjoyed the new and very pleasant route to Brighton. Although the day started off cold the cars stopped just after midway and the hoods were lowered. John Bolt was accompanied by his daughter and together with the other RV8s with John and Maureen Taylor and Ian and Marion Quarrington, all arrived at Madeira Drive. For 2010, the new route from the traditional start point at the famous Brooklands circuit headed off over the North Downs from Ranmore Common, on through St. Leonard's Forest which is between Horsham and Crawley and then passing the lakes at Ashfold. Over the "border" into East Sussex we crossed the South Downs at Ditchling Beacon with the first sights of the sea, then past the entrance to the race course and into Brighton approaching Madeira Drive from the east.

Italian V8 enthusiast in Cornwall

Italian V8 enthusiast, Matteo Masi, met up with Gordon Hesketh-Jones during a holiday



in Cornwall. Gordon from Helston reports "unfortunately Matteo and Christina's visit to Cornwall coincided with the sudden end to our sunshine – and 15 hours of solid rain! It was however fine yesterday afternoon and when they phoned I gave them directions to Breage and drove to the village to meet them and guide them here through our narrow lanes. Later we met up with them at the Padstow Vintage Rally and in the photo you can see the weather was an oncoming "Cornish Mist!"

Picnic in the Park at Calke Abbey

What a fantastic day. Carol Fletcher reports it was a very well supported event with 23 MGs and their owners making the journey to the National Trust property at Calke Abbey on Sunday 18th April 2010. There were two MGAs, four MGBGTV8s, four MGB roadsters, eight MGRV8s in a variety of colours and one MG ZTT260V8. There was plenty of opportunity to meet up. Carol notes she discovered the purpose of previously untested buttons in our RV8. Ken Clayton, the event organizer, was the one who

benefitted from John Bolt's knowledge and can now open his boot from inside the car.

The weather was superb, warm and sunny and allowed the gathering to take advantage of the magnificent grounds and the House. The event was billed as the 'Picnic in the Park' and it was lovely to be able to sit and relax, enjoy a glass of Chardonnay and appreciate the whole venue and

ambience. Let's hope more events like this will happen in the future.

Two useful features on the V8 website

In mid June the V8 website carried its usual 24 hour coverage of the annual le Mans endurance race with links to the results website and live radio and TV transmissions. On Tuesday 22nd June our usual coverage ensured news of how classic car motoring had suffered in the Emergency Budget 2010 announcement was posted within an hour of the Chancellor of the Exchequer sitting down after his speech in the House of Commons.

Ian Lloyd Cup awarded to John Cumming

At the V8 AGM at MGLive! 2010 at Silverstone, one of the V8 Register's annual awards – the Ian Lloyd Cup – was made to John Cumming for his regular support and help given to fellow members, always with good cheer. As John was not at Silverstone for the V8 AGM, Angus Munro offered to arrange a presentation of the cup to John at their local natter in Suffolk. Angus reports "I thought that you would appreciate seeing the pictures of a very delighted John Cumming receiving the Ian Lloyd Cup last Friday evening. We gathered quite a few enthusiasts together and after a short, but brilliantly witty speech by the modest presenter, presented John with his well deserved award." An Ian Lloyd Cup was first awarded in 2002 in memory of a very popular and cheerful RV8 and MGBGTV8 enthusiast, the late Ian Lloyd. The trophy is "awarded to a member who has brought good cheer and humour to the V8 Register over many years". Rosemary Lloyd presented the first award to David Waterton at Silverstone in 2002 and she was clearly delighted that this annual trophy would remember Ian on that basis. A new Ian Lloyd Cup is awarded annually and is held thereafter by the award holder. Angus Munro presents the cup to John Cummings. (Photo: Paul Ireland!)



**V8****VICTOR SMITH**

0208 392 9434 victorsmith@v8register.net www.v8register.net

**Improving a standard MGBGTV8 seat**

The standard V8 seats can be a bit uncomfortable during a long journey, so many owners use an extra cushion in the small of the back. Barrie Jones, well known for his series of reports on his V8 Rebuild, modifies the seat frames to provide better lumbar support. He says I attach an aluminium reinforcing panel to the lower section of the back support frame. I use six pop rivets, and I dress the edge of the panel around the tubular frame afterwards. The seat foam of the backrest goes over the aluminium panel, stopping the panel's tendency to slip between the bars. With my modification, it becomes a built-in lumbar support cushion.

Caution: when working on seat refurbishments do remember to use protective goggles when working on seat webbing clips as the clips can fly off and hit you in the eye!

Checking blocked RV8 fuel filters

Useful threads appear on the V8BB regularly and recently two threads have provided a reminder for fellow RV8 enthusiasts on the need to check the fuel filter and a possible cause for the rust

particles that can accumulate there! Here Brian Kitching and Peter Garton provide details of what they found.

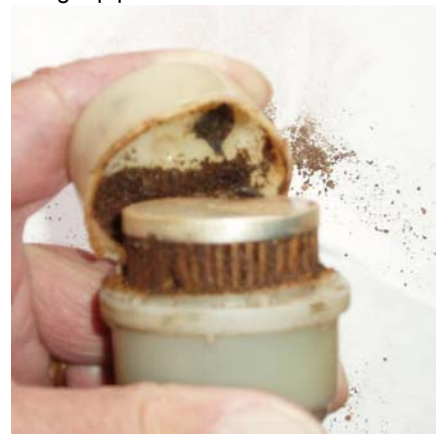
Brian Kitching has sent in a report following his recent thread on the V8 Bulletin Board noting he recently acquired an RV8 as a new addition to his small car collection a very modern car for him. He only had his RV8 for a few weeks after driving it up to Teesside from near Oxford and was very impressed with its performance during his drive up north. Brian noted "I attend many rallies and reliability runs and during an overnight rally I started to notice a lack of response when accelerating hard, no power to the wheels when required, the car was cutting out and hunting. Although the RV8 is a modern car to me, I do have two V8 engined cars but none with injection, and my first diagnosis was filters. So I asked for help on the V8 Bulletin Board and sure enough the same answers came back.

After removing the filters it was obvious that they were the problem, so new filters were duly ordered. I then decided to cut the old filters in half for examination. I found the large filter was not too bad but the small filter was totally clogged up solid with rust, I have no idea how any petrol got through at

all and feel sure it is the original one fitted when new. I found the date on the large filter was 1999 and from the service records could see this car had many services during its two ownerships, but there was no mention of any new filters fitted. I did notice that there was a lot of noise coming from the pump and the filter and now know this an indication of blocked or contaminated filters. The previous owner had many problems with the fuel pump and many invoices on this subject but no mention of filters. I now carry spare set of filters and have added a fuel injector cleaner to the tank. My car is now more responsive and much quieter."

Rust in RV8 fuel tanks

Peter Garton launched a thread on the V8BB with his concerns over the quality of the fuel tank fitted to the RV8. He initially had a small problem with his original fuel tank in that the top connections were very, very slightly damp. So he had the tank taken out and completely overhauled by a fuel tank specialist in Koblenz. Whilst it was being reconditioned he purchased a brand new tank from Rover and had that installed, putting the old tank into store. Peter notes impatience is his weakness. He placed numerous layers of film all over the tank sealing it up airtight, most thoroughly. Later he took it out of store and removed the film and all looked perfect including the interior which shone as new. He noticed a patch of rust on the top area where the four thin pipes are fixed via a bracket. He carefully removed the rust and suddenly a 1/2 inch hole appeared. Peter felt the hole suggested that the original tank metal thickness and quality may not have been that good! So he can only recommend checking this area from time to time - there will be a fuel smell if the joints are weeping. To see over the top of the tank is nigh impossible of course, but a probe would show up something such as flaking top paint and rust.





V8

VICTOR SMITH

0208 392 9434 victorsmith@v8register.net www.v8register.net



Editor

If the copy is too long, please crop and
resize the photos.