



### Wipers failed? – test the relay as well as the fuse

Simon Austin recently imported RV8 (Woodcote Green 0590) to Canada from Japan and during the process of having an MOT for licensing the car had run into a small snag. His wiper/washer system was not working. He thought he had isolated it to the relay/control unit on the back-side of the fuse-box. Unfortunately he found that this relay was not available in Canada so he ordered a new one from Rimmer Bros. Simon posted a message on the V8BB to see if any other RV8 owners had had their wipers fail and found the relay at fault. But were there any other areas to check out?

Simon later reported he had installed the new relay/control unit but the wipers still failed to function. Working with the workshop manual wiring diagrams, he determined the power routing ran through the ignition relay (#4 on the fuse panel) through the #15 fuse and then to the wiper control unit #8. The fact that there was no power showing at the #15 fuse confirmed that the #4 relay was

suspect. By switching the #4 relay with the identical one at position #2 (cooling fan), this activated the wiper/washer system. These relays are a common, 4-terminal relay (fortunately) available at any auto parts supplier.

So, if your wipers fail, check the fuse first, then the #4 relay and if those are good, then the wiper control unit on the back of the fuse panel (#8). Wiper control unit is part number YWC 10152.

### New MGV8 buyer's guide published

If you are thinking of getting an MGBGTV8 or RV8 then a recently published book - "So you want to buy an MGBGTV8 or MG RV8?" – is essential reading. It is packed with advice on how to research the models, how to check a car offered for sale, negotiate a deal, make a safe payment and check you have the necessary documents. It's all in a useful a 60 page book and is some of the best information available with a five part guide to buying a classic MG, a sample receipt and advice on making a vehicle data check. Copies are on sale at only £9.95 plus post and packaging. Order from the Club Office on 01235 555552 or the online shop.

### Warning with V8s fitted with an RV8 front suspension and crossmember upgrade

Julian Holmes (Red 1541) from Hampshire fitted an RV8 crossmember and front suspension to his Factory MGBGTV8 a few years ago but during a recent tyre change at a local tyre fitter a problem occurred. The threads on the original Factory MGBGTV8 wheel nuts are 1/2" imperial and the threads

on RV8 wheel studs are 12mm metric. Although the wheel nuts will tighten up, the difference in threads does pose a potential safety issue that owners need to be aware of!

Remember an earlier V8 Workshop Note from Jeff Ward on the importance of using a protective Wall Drive socket on the special plated sleeved wheel nuts fitted to the original Factory MGBGTV8 model. See V8NOTE291.

### Where to find the V8 Register Parking Area and V8 Marquee at MGLive! 2010

The event is held on the inside of the circuit so if you are not familiar with the MGLive! event from previous years it will help you if you download a copy of the detailed layout of the circuit available on the V8 Website so you can see where to find V8 Register Parking Area and the V8 Marquee. There are in fact two layouts - a dry layout and a wet layout depending on the weather conditions and the decision the circuit owner makes in order to protect the soft grassed areas from damage from vehicle wheels. Fortunately the V8 Register is located in the same place in both the dry and wet layouts, but you will find other features of the event are relocated if the wet layout is required by the circuit owner.

For members who have attended MGLive! many times before do note this year the V8 Register Parking Area and V8 Marquee have been moved from the usual location near the access bridge.