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V8

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Extraordinary MGBGT V8 Conversion

Robert MacGillivray has used his 1975 V8 conversion for touring events, hillclimbs and sprints. Most of the work on the car was carried out ten years ago. For various reasons a very small mileage was covered before Robert purchased the car in 2008 so today it stands at just less than 4,000 miles.

The car is extremely tractable and docile on the road so is an immensely practical car. In May earlier this year he used it for a 500 mile road trip to Skye on a tour organized by the Club's Caledonian Centre. During 2009 the V8 has seen action on hills and sprints in northern England and Scotland. At the end of this season it had won the WMC

Northern Speed Championship with 1st in Class, was first in class at the Guyson Scottish Sprint Championship and first in class at the Lowland Speed Championship. In the process of winning its class in the Northern Speed Championship it set a new class record at the Barbon hillclimb.

The specification of the car is mouthwatering – the bodywork is finished in Renault Island Blue with fiberglass Sebring wings, full interior trim, a sunshine roof and a 4.6 litre Rover V8 supplied and modified by Dave Ellis which has been lightened and balanced and fitted with big valve ported heads. The engine puts out 320bhp approx with massive torque. It has a rebuilt Ford Cosworth type T5 gearbox with a TVR bell housing and Ford Cosworth front and rear discs and 4 pot calipers. An RV8 type front crossmember is fitted with a new quick steering rack. The rear axle has a Quaife LSD fitted and uses a 3.07/1 ratio with uprated halfshafts, anti tramp bars, new V8 springs and poly bushes and adjustable telescopic shock absorbers. It runs on Compomotive 7" alloys with Yokohama soft compound A32R tyres and there is also a set of full road tyres.

MGBGT V8 at auction

The low mileage V8, Harvest Gold 0788, mentioned in last month's column was reported as knocked down at Brightwells' auction for £11,650 – a price that surprised some V8 members.