

# REGISTER UPDATES

## V8

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Ted Law with his Factory MGBGT V8 and Doug Bond with an MGBGT V8 Conversion enjoyed sunshine and fair weather at Castle Combe

### V8 Track Day

The MGoT track day at the Castle Combe circuit on Monday 8<sup>th</sup> September was an enjoyable day – sunshine and fair weather and good conditions on the track. The V8 sessions saw a good mix of V8 powered MGs enjoying the freedom of one of the most attractive circuits in the UK. Michael Sparks in his very rapid 270bhp 4.8 litre V8 Conversion, Chris Yates with a smoothly driven RV8, Peter Kuruber in a rare early RV8 in Old English White lapping very neatly, Doug Bond in his V8 Conversion, Ted Law in his Factory V8, Mike Salter with a rapid 200bhp V8, Kai Knickmann with his V8 running with his recent 4 litre transplant, Ralph Coulson with his attractive 140bhp V8 Roadster, Paul Batho in his white V8 Conversion and Richard Craddick in a very rapid black V8 Roadster. Gavin Bailey circulated in his 5 litre V8 BMW M5. There were also three ZT260V8s, one with a supercharged engine, and an SV-R which was an impressive sight at speed on the track. This event was the first “register track day” arranged by the MGoT team

providing dedicated sessions for V8s, MGBs, Midgets with the support from three of the Club's active registers. The organization of these track days by MGs on Track is particularly friendly and efficient and demonstrated how Club members can enjoy a track day with fellow Club members in safe and well managed conditions.

### V8 rebuild series

A popular item on the V8 website over the last few months has been the fascinating series of rebuild reports from Barrie Jones. He bought a tired looking V8 on Ebay (Damask 0450) which Clive Wagerfield, a member with a keen eye for “V8s at risk”, had spotted was at risk of being broken for spares. Barrie then set about a comprehensive rebuild as a project and has been sending in regular reports which have been published on the V8 website. They have proved very popular with fellow members, many commenting that until they had seen some of the ugly effects of corrosion on a poorly rust proofed car from the 1970s they had no idea of what could lurk beneath the outer skin!

Clive Wagerfield reports two V8s at risk seem to have been saved – first Bracken 1707 has been bought “by an enthusiast who is planning a rebuild” and then a Tahiti Blue V8 on Ebay has been bought by MG Services Heathrow for only £725!



Barrie Jones saved Damask 0450 from the spares breakers and has been providing a fascinating series of rebuild reports on the V8 website