

REGISTER UPDATES

V8

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Police V8 demonstrator has recently been sold

In the early 1970s the MGBGT was popular with constabularies as a two seater pursuit or enforcement car as it combined a businesslike appearance with a reasonable performance and was capable of carrying a surprising amount of equipment. When the launch of the MGBGT V8 was announced in August 1973, it was clear the substantially upgraded performance would make it one of the finest enforcement cars available at the time and at a reasonable cost too. There were five police cars - two were used as

Factory demonstrators on loan to various police forces for evaluation and later three were purchased by the Thames Valley force for enforcement work. One of the V8 demonstrators was reviewed by the specialist journal *Police Review* in their 17th August 1973 issue and they concluded "it is very difficult to fault; it goes well, stops well and handles well in the dry and wet. It is so perfect for Police work it could have been designed specially for the job".

The car has recently been acquired by a longstanding V8 enthusiast, Malcolm Bailey. It was previously owned for many years by

Gerry Hiorns in Scotland who collected the 1970s period police equipment. It is an early pre-production car, Police White 0112, complete with the internal instrumentation for police work and a triangular illuminated roof mounted "Police" sign with a blue flashing light. Naturally when on the road these days the external features have to be covered but at a recent meeting of MG enthusiasts at a pub in the New Forest all was revealed and operated!

Take care with adverts for "bargain" RV8 brake discs!

Julian Holmes recently spotted an advert on eBay for RV8 replacement front brake discs at bargain prices but discovered to his cost they were not RV8 discs. Later he spotted an advert on eBay from MG Services Heathrow offering genuine RV8 discs which included a warning for RV8 enthusiasts to avoid discs offered on eBay by some traders. They are not RV8 discs but quite probably Rover 800 discs. The report came up as a thread on the V8BB and Stuart Ratcliff, the RV8 specialist in Australia, noted "I know of the trader you mention and have emailed him a couple of times to tell him he is wrong. The problem is that the RV8 disc is wrongly described in the Quinton Hazell brake disc catalogue". The correct discs are available from the two leading RV8 spares specialists in the UK and from Stuart who has had them made and says "they are 100% accurate to the original spec brake discs except that they are zinc passivated for corrosion protection and less than half the price".