

Photo profile of an outstanding MGBGTV8 Conversion



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1975 MGBGTV8 with Sebring Bodywork and a 4.6 litre engine

An MGBGTV8 conversion which was used in 2009 for touring events, hillclimbs and sprints. It is registered as Blue 3916 with the V8 Register. This car is a V8 conversion with most of the work being carried out approximately 10 years earlier in the late 1990s. For various reasons a very small mileage was covered previously and when the car was purchased in 2008 the total mileage since conversion was approximately 2,500 miles. In late 2009 it stood at just less than 4,000 miles. The car is extremely tractable and docile on the road. In May 2009 the previous owner (Robert MacGillivray) used it for a 500-mile road trip to Skye with the MG Car Club Caledonian Centre. It is an immensely practical car.

However Robert bought it mainly to use in motor sport and it has seen action on hills and sprints in northern England and Scotland. At the end of the 2009 season it had won the following:

- WMC Northern Speed Championship - 1st in Class
- Guyson Scottish Sprint Championship - 1st in Class
- Lowland Speed Championship - 1st in Class

In the process of winning its class in the Northern Speed Championship it set a new class record at Barbon hillclimb.

The specification is as follows:

Bodywork

During the build process 10 years ago the shell underside was steam cleaned, the shell stripped to bare metal with all trim removed and new door skins fitted. The shell was fitted with fibreglass Sebring type wings and front and rear valances together with a fibreglass C type bonnet and then painted in Renault Island Blue. A new windscreen with new rubbers, new door seals etc were fitted. The bodywork and paint remain in excellent condition with a few minor marks only on the paintwork.

Interior

New door trims, headlining and carpets were fitted with matching bucket seats and 4 point harnesses. A Moto Lita woodrim steering wheel is fitted and a Webasto type sunroof. A rear John Aley roll bar is fitted and a Stack combined rev counter and speedo is also fitted.

Mechanical

The car is fitted with a new 4.6 litre Rover V8, supplied and modified by Dave Ellis. This is lightened and balanced and fitted with big valve ported heads. The engine puts out 320bhp approximately with massive torque. A Holly 600 carb sits on an Edelbrock inlet manifold and RV8 type exhaust manifolds are fitted which exit through the inner wings to a custom made exhaust system. A Facet fuel pump and fuel regulator is fitted with all hoses being braided or silicone. The oil cooler, master cylinders, water pump etc were all new at that time. An alloy radiator is used. A rebuilt Ford Cosworth type T5 gearbox is used with a TVR bell housing. A new AP type clutch was fitted with a lightened and balanced flywheel and a



custom made propshaft. A new wiring harness was used. Halogen headlights were fitted.

Brakes/ Suspension

The car uses 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 3.07/1 ratio with uprated halfshafts, anti tramp bars, new V8 springs and poly bushes and adjustable telescopic shocks. In addition a brake bias valve is fitted and a front brake line lock.

Wheels and tyres

Compomotive 7" alloys are fitted presently with Yokohama soft compound A32R tyres. A set of full road tyres is also included.

NOTE!

The 'works' type registration number shown was removed and retained by Roberts the car reverted to a P suffix type registration. All the stickers, including the door number squares, are easily removed. The car was advertised for sale on the V8 website in late 2009 as a conversion "that looks & sounds great and goes (& stops!) extremely well. At the same time it is fully trimmed and is an ideal road, rally, sprint, and hillclimb or trackday car. You will not see another like it!" The car was sold in December 2009.