

# WELCOME TO THE V8 NEWSLETTER



## RV8 self-purging top hose insert

Anyone who has done the job will know what a pain it is to refill the RV8 cooling system when changing the coolant, or following work on the system. With the original RV8 cooling system, filling has to be done very slowly and, in the final stages, you are as likely to fill the valley gasket as the cooling system, when trapped air coughs back through the filler pipe. No amount of squeezing of the top radiator hose will fully purge air locks from the system, and entrapped air will accumulate in the arch of the hose when the engine is running - leading to reduced coolant flow and possible engine overheating.

In 2015 Stuart McGuigan produced a **bleed insert** to help remove trapped air when refilling or maintaining the RV8 cooling system. Now he has devised an improved solution in the form of a **self-purging top**

**hose insert** fitted in the top radiator hose. A prototype fitted to his car is performing well - see the photo alongside.

Stuart sets out a detailed twelve point procedure for fitting the top hose self-purging insert and then filling the cooling system. He concedes it still appears fairly involved when written down step by step, but it is quite quick and easy to carry out in practice. It normally takes 3 or 4 minutes to fill the system from empty, rather than the 30 - 40 which has been quoted for the standard arrangement.

Although his car is fitted with a non-standard brass expansion tank, this top hose insert arrangement should work equally well with the standard expansion tank, or the modern replacement tank available from Clive Wheatley. Stuart is planning to make a batch of the self-purging inserts which should be available shortly through Clive at MGV8parts.

The detailed twelve point procedure is set out in a detailed article available via a link on our "More" webpage.



## Gas struts for MGBGT V8 luggage platform

Have you ever thought you needed three hands when delving into the space below the luggage platform of the MGBGT V8 or any MGBGT come to that? David Worthington decided that there must be a better solution than a wooden prop he has used, so he did an internet search for gas struts and there he

found the solution - two gas struts designed to support the carpet covered liftable luggage platform above the spare wheel of all series of MGBGTs.

The two struts were supplied by Danbury-Hydraulics and are made specifically for the GT luggage platform panel. They fit to each side of the boot well and to the underneath of the platform panel. At only £22.00 for the pair including free postage on eBay, they are good value and do not take long to fit. They arrived with easy-to-follow instructions and some photographs to show the exact location of the fixing brackets. Apparently there are differences between the location of the floor panel hinges on the earlier BGTs (1967-69) and the later models from 1970 onwards, so they provide two sets of photos with measurements to show the correct location of the brackets.

A few holes need to be drilled to attach the brackets to the stiffener rails on either side of the boot space and a few more to attach the corresponding brackets to the luggage panel. All the screws and fixings are supplied and the comprehensive instructions and photos make the process quick and easy. David says "in my case, all was fitted and working within an hour and a half and that included finding the tape measure and the drill".

The two struts ensure that the support to the platform is even both sides. Having raised the platform, it stays propped open. Removing the spare wheel and other items in the boot is a doddle. No more resting the floor panel on your head or hunting for an old broom handle as a prop!

David has no association with Danbury-Hydraulics who are based in Essex at 'Glengarriff', Moor Hall Lane, Danbury, Essex, CM3 4ER. Tel: 07979 533173 and email: [dhydraulics@btinternet.com](mailto:dhydraulics@btinternet.com) See our "More" webpage for more photos of the modification.



Giving people  
information from our  
vehicle record



## Getting information on your classic from DVLA

David Worthington made a DVLA application under their V888 procedure and was delighted to receive copies of the registration documents and notifications of changes or registered keeper over the years. That information provided a complete history of the car with the dates of transfer of keepers. He felt it was good value for the fee of £5. Here he describes how the procedure works.

### Getting information from DVLA

DVLA manages a vast amount of driver and vehicle data to help keep Britain's motorists moving safely and legally. In addition to providing information to the police and local authorities, the properly controlled release of DVLA data to third parties offers a host of practical benefits for the public. While the law requires the DVLA to protect the privacy of individual motorists whose details they hold on both the driver and vehicle registers, there are a number of lawful circumstances in which data can be released from DVLA's registers.

DVLA has two useful documents setting out the information they can release from their vehicle records. First there is a 15 page guide to their release of information INF266 which sets out their responsibilities and the public benefits of data release and second there is a 30 page MIS546 with useful guidance on seeking vehicle data – for example if you are the current registered keeper and you need to know the history of your vehicle. Regulation 27 of the Road Vehicles (Registration and Licensing) Regulations 2002 provides for the release of

information by the DVLA where a person shows reasonable cause to want it.

### DVLA Form V888

This form has the title "Request by an individual for information about a vehicle". As the DVLA holds personal data it has a duty under the Data Protection Act 1998 to protect that information. Therefore DVLA has to make careful checks before it will release information, so you will need to provide proof of your address with your application. The documents DVLA requires to confirm your address are a gas, electricity, water or landline phone bill issued in the last three months, or a bank or building society statement issued in the last three months.

A necessary caution is set out on Form V888 that it is a criminal offence under Section 55 of the Data Protection Act 1998 to unlawfully procure or sell personal information. The maximum penalty is a £5,000 fine. DVLA adds they will carry out necessary checks on the information you provide.

### Filling in Form V888

In filling in the form you should choose either option A or B – you cannot choose both. But why are there two options? Well it depends on why you want the information which is part of the necessary and prudent checks DVLA has to make as a responsible personal data holder.

**Option A:** to obtain the name and address of the registered keeper of a vehicle at a specific date. This option is used if the vehicle was involved in an incident where you need to trace the registered keeper if the incident involved damage and an insurance claim.

**Option B** - to obtain information about a vehicle that was previously registered, or is registered in your name. This is the option if you are seeking information on previous registrations of a vehicle.

### What information did I receive?

I received copies of the front pages of the original Vehicle Registration Document and pages used for the Notification of Changes. These contained the names and addresses

of previous keepers and the dates of any changes. All signatures had been erased. The oldest document was the Application for a Licence for a New Motor Vehicle and Declaration for Registration giving details of the original dealer and also the 'selling' dealer. This explained a mystery for me as to why the Heritage documents I received from BMHIT Gaydon gave the destination dealer as Wadham-Stringer in Southampton when my V8 was despatched from the MG plant but the vehicle registration number was issued in Worcestershire. The address of the dealer who sold the car was in Stourbridge!

I knew that I was the 14th keeper of the car and had details of the previous three keepers but the DVLA information enabled me to compile a full history of all previous keepers. It gave details of how long they had kept the car and for a couple of recent transfers the 'present mileage' had also been filled in. Two of the keepers had been garages and this explained why there was a mystery garage sticker on the tailgate screen. It was not the selling dealer but keeper number seven.

It is a very helpful service from DVLA and it has answered many questions that would have been very difficult to work out by other routes. It was performed speedily by DVLA and for £5 it is good value for money.

A full copy of this article is available on our "More" webpage.

## What was in the Budget?

From our prompt report on announcements in the Chancellor's Budget statement and in the supporting documents from the Treasury and HMRC, the key points for classic car enthusiasts were the continued **freeze on fuel duty** for the seventh year, no change to road tax other than the RPI increases in **vehicle excise duty** announced in 2016, and the **rolling 40 year VED exemption** announced in 2014 continues. An increase in **insurance premium tax** from 10% to 12% announced in 2016 will apply from June 2017 and that followed another increase in March that year from 9.5% to 10% so a combined increase of 2.5% - typically an additional £4 to £5 on a classic car agreed value and limited mileage policy.





## Refitting the drain tube to the fresh air intake

Nic Houslip spotted the drain tube for MGBs and GTs had come back into stock at Brown & Gammons - "it's that strange shaped rubber tube device that dangles down from the underside of the plenum chamber which supplies fresh air for the heater box on MGBs and derivatives". Nic was recently working on his V8 Roadster and as he had full access to the plenum chamber he decided to fit the new type of drain tube as a replacement for the ageing original item. Here he describes the task saying "to be honest this is **a job that if I didn't have to do it, I would have put off the experience as it is not easy**".

Our earlier articles mentioned it was known as "Ted's Knob" at the MG Factory as the late Geoff Allen, who worked there in Rectifications Department for 27 years, had said "that was the name of the part on the production line where a fellow with a reputation with ladies was very able at fitting it!" Geoff's advice was "**avoid removing this part as it's a devil to put back!**"

### What does the heater plenum chamber drain tube do?

The heater box in an MGB is a complex compartment that is below the chrome air intake grille between the bonnet and the windscreen and sits just ahead of the central console. It is divided into several compartments and this tube – **AHC321** - drains water from the bottom of the plenum chamber where heated air outlets from the heater itself are just inside the footwell air outlet on the righthand side of the car. Its function is to provide a drain for water to escape rather than running into the foot well. It exits just inside the transmission tunnel

and the new replacement part has a curious duck bill shape. The end has a form of Bunsen valve that allows water and air to exit downwards, but prevents air and engine bay fumes from entering the heater.

### Changing the drain tube

This is where it becomes a tricky job. The first step is to pull the old drain tube downwards out through the hole it's located in. The screw clip inside will remain in the plenum chamber, and by putting your finger in through the hole you should be able to feel it. Leave it where it is and proceed to the next step, for which you will need to remove the carpets and the centre console to get to a position in the following picture below.

For the next step a certain amount of manual dexterity is required, because by reaching in through the large oval hole in the plenum (see picture below) you should be able to retrieve the screw clip and after pushing the new tube up from below you can pull it far enough to fit the clip onto the end of the tube.

Now a warning; do not put the clip on the drain tube the way it is shown in the picture, below but turn it over so that the screw head is facing the opposite side. Why will become clear in the next step. By putting your left hand onto the oval hole in the picture below you should be able to manoeuvre the tube down slightly and then slide it up onto the steel pipe that is just inside the chamber. Some exploration by your fingers is necessary and will enable you to understand the internal arrangements, as I wasn't able to take a picture of what is in there. The white plastic plug (yellow ring in picture above) is where the screw head should be when the tube is slid right up on the steel tube.



Reaching in through the large oval hole in the plenum hole for access to the drain tube



Locating and removing the white plastic plug just to left of the heater outlet in the righthand legwell, reveals an access hole through which there is room to use a screwdriver on the screw clip securing the top of drain tube

Now, having removed the white plastic plug, the screw head is accessible through the hole (yellow ring). The reason it was necessary to turn the clip over is because with it the way I showed it first, the angle for the screw driver means it is almost impossible to get the screwdriver into the slot, but turned over the angle is more favourable. Tighten the screw and replace the white plastic plug.



New drain tube is shorter than the original part (see photo above right). Access with the gearbox in place is very restricted and difficult.

You will note the new drain tube is shorter than the original part and also not curved. The drain outlet is not a slit as with the original part but instead the replacement part has a triangular section valve, but this should not impair its operation. The original drain tube **AHC 321** has been NLA for some time, but the new replacement part is now back in stock at Brown and Gammons in Baldock. A detailed note on our "More" webpage.

## Keeping your insurance photos up to date

Most classic car policies require the policyholder to submit a set of photos of their car for assessment in connection with an agreed value for either a new policy or for the renewal of an existing policy. But what happens if the policyholder is tardy with sending the insurer or broker the required set of current photos to enable the basic check to be made of the proposed value with the condition of the car evidenced by those photos, but in the meantime there has been a serious incident normally covered by the policy that leads to a major claim? What is the value of the car for insurance purposes should there be a claim?

If the policy terms state a current set of photos is required as part of the policy procedure, then there is likely to be some uncertainty over what value applies to the car pending receipt of the required set of photos. The sensible procedure for an owner is to take a new set of photos - one of each corner, each side, the engine bay, the boot or luggage platform with the tailgate up and the inside seats and trim - and send them off promptly to comply with the insurer's or broker's requirements for photo evidence to support an agreed value on renewal of a policy. An update of our MGV8 price guide will be released on the V8 website in April 2017.

## Replacing rubber fuel lines

We have heard that a leading MG specialist recently received a badly burnt MG for repair where it would appear the rubber fuel line had failed resulting in considerable fire damage totalling thousands of pounds. Tony Lake says "this is a serious issue, I've replaced my fuel hoses twice since I bought the car in 2001. In 2003 I just didn't like the feel or look of the rubber fuel hose, quite hard and showing signs of cracks. By then the car was 26 years old so I decided to fit high pressure lines supplied by Webcon (Weber UK). I replaced them again in 2011 with Gates Barricade, a very high quality fuel hose suitable for all ethanol fuel blends. It's such a simple job on the MGB and V8. I

would say anybody running an older car who doesn't know the maintenance history would be well advised to replace their tubing with ethanol resistant fuel hose or have it done by a good service specialist. The old adage applies, if you can smell fuel then you've got a leak!"

## Speed awareness course?

Do you need to notify your insurer if you accept an offer to attend a course in order to avoid any other penalty if you have committed an offence such as speeding, jumping a red light, using a mobile phone, or careless driving? Since the Consumer Insurance Act came into force in 2013, it is no longer up to the insured to consider what information his insurer might wish to know and disclose it to them. If the insurance company wishes to have information it must ask for it. Having enquired at the inception of the policy about any convictions or endorsements, insurers include in their policy documents a continuing duty to disclose either immediately or on renewal. They will usually ask again in their renewal documentation, but successfully completing an awareness course offered by the police avoids any conviction or endorsement, so does not require disclosure, unless the insurer also includes an enquiry about any awareness course you have attended. Most insurance companies do not, but we are aware that those in the Admiral group do ask for that information, and there may be others. So do check carefully with all terms and conditions in both the correspondence and the policy documents you receive from your insurer or broker.

## No immediate plans for E10 in the UK

Very welcome news from the Federation of Historic Vehicle Clubs (FBHVC), the body that works hard to represent the interests of classic car enthusiasts in the UK, was in their recent newsletter. The FBHVC reported they had just received a letter from DfT which included the following statements: "you (FBHVC) note that the protection and requirement to make available E5 in the

Motor Fuel (Composition and Contents) Regulations have not been required as E10 has not been rolled out. You also ask that all possible steps will be taken to ensure the continued widespread availability throughout the United Kingdom of a petrol fuel grade with no more than 5% ethanol, and you ask when E10 might be introduced. We are in regular contact with suppliers on the potential roll out of E10 and **there are no immediate plans to roll out that E10 in the UK.** We aim to consult this year on proposals to amend the Motor Fuel (Composition and Content) Regulations to **ensure an E5 petrol grade is made available in the event that E10 is rolled out in the UK.**" The FBHVC feels this should serve to allay fears of a rapid introduction in the UK of E10 fuel and the phase out of E5.

## Bodyshell rust protection

One of the features of an RV8 bodyshell which is the envy of enthusiasts with an original Factory MGBGV8 is the electrophoretic coating which provides very good rust protection. So is electrophoretic coating still available when restoring an MGB or V8 bodyshell? Specialist companies like Surface Processing in Dudley offer chemical immersion cleaning for bodyshells and then an electrophoretic coating service. They can also provide that service for the tailgate, bonnet, doors and wings if they are off the car. Indicative prices in February 2017 were £895 for chemically cleaning the parts and then for an electrophoretic coating, £350 (for doors, bonnet and tailgate), £70 each for the wings if they are off the shell and £1,450 for the bodyshell. So a total of £2,435 or just under £3,000 including VAT. Their useful online guide to restoring your bodyshell is well worth reading. You can get a copy on their website: [www.surfaceprocessing.co.uk/](http://www.surfaceprocessing.co.uk/)

