



WELCOME TO THE V8 NEWSLETTER



Cibie H4 Halogen lamps
Main beam

Sealed beam lamps
Main beam

H4 headlamps upgrade

In a V8BB posting Peter Spurrs sought advice on replacement headlamps for the original sealed beam units on his MGBGT V8. An earlier workshop note from David Biddle used Cibie H4 headlamp replacement units as the preferred option. Here we have an update.

The first step is to find a good set of 7" H4 reflector units that can take Halogen bulbs. Some kits come with flat lenses but many owners will want to have domed lenses similar to the original sealed beam units. There is a very good 16 minute video on the Holden Vintage & Classic website which provides a good guide to the various types of headlamps fitted to older cars

and demonstrates how to replace an original sealed beam light unit using the available H4 Halogen replacement as an upgrade. The Wipac, Cibie or Lucas units take a 60/55W standard Halogen bulb.

Peter Spurrs agreed the Holden video is good, showing that the job is straightforward. He also agreed on going for a good quality replacement headlamp unit and the dome lens shape. The Cibie replacement H4 headlamp with the side light fitment is part number 082439.

Mike Howlett added "as for the choice of brand of replacement headlamp, I originally bought a pair of Wipac Quadoptic units and was disappointed with the scatter of the beam. Then after only about 18 months, the reflectors

were rusting so I stumped up the extra cash for Cibie Valeo units and have found they are terrific. The beam control is excellent and even with standard H4 Halogen bulbs they give better light than my modern VW car. After over ten years of use they still show no sign of deterioration".

Bulb upgrade considerations

The design and construction of each type of bulb is clarified by Tony Lake: **Sealed beam unit** - the light comes from an exposed Tungsten filament. It has a relatively short life because the filament degrades as it oxidises and forms a black deposit. **H4 Halogen bulbs** are filled with Halogen gas and the light comes from a Tungsten filament. The Halogen gas lengthens the life of the filament. **HID (High Intensity Discharge) bulbs** are filled with Xenon gas and the light is formed by an arc between two electrodes. Xenon helps form the arc at low temperatures.

A Government website has guidance on "Aftermarket HID Headlamps" which says in the DfT's view it is **not legal** to sell or use after-market HID lighting kits for converting conventional Halogen headlamps to HID Xenon. To convert your vehicle to Xenon HID you must purchase completely new Xenon HID headlamps because the existing lens and reflector are designed around a Halogen filament bulb, working to very precise tolerances. If an HID bulb is placed in the replacement headlamp unit designed for Halogen bulbs, the beam pattern will not be correct with glare in some places and not enough light in other places within the beam pattern. The website's advice is clear: "it is not permitted to convert an existing Halogen headlamp unit for use with HID bulbs. The entire headlamp unit must be replaced with one designed and approved for use with HID bulbs".

The H4 Halogen bulb has twin filaments - one for the main beam and an offset filament for the dipped beam. The bulbs have an indent on the locating ring so the bulb can only be fitted in the correct position to ensure the correct lighting. When installing Halogen bulbs take care to avoid touching the glass of the bulb. If a replacement headlamp unit has a



Replacement H4 Halogen headlamp unit with a 2-adjuster back shell



The 2-adjuster back shell



7" headlamp
2-adjuster
retaining rim

7" headlamp
dust excluder

Cibie 7" H4
Halogen headlamp
unit with or without
sidelight unit (LHD
or RHD)

7" headlamp 2-
adjuster seating
dish (retaining
rim will be
attached)

7" headlamp
2-adjuster
back gasket
28mm or
32mm wide

7" headlamp
back shell
assembly
(plastic)

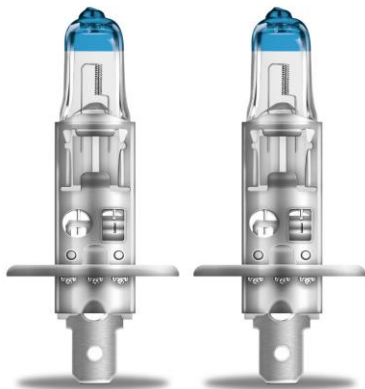
separate provision for a side light then a 5W BA9 single contact bulb will be needed. When the wiring connector is plugged in, a large rubber bung is pressed on covering the terminals at the back of the reflector to provide protection at the back of the light unit.



Rubber bung covering the terminals

Choice of bulb

Peter Spurrs found a test review by Auto Express online which rated the Osram Night Breaker Laser bulb its top



Osram Night Breaker Laser H4 bulbs

choice saying "it's the beam that secures its win here. It was noticeably bright with a wide hot spot and a sharp cut-off. A clear victory in the absence of arch-rival Philips.

For those who prefer to avoid buying via Amazon then the Halfords H4 472 bulb was rated 4 stars and 92%. Look out for their regular 'buy one get one free' offer on bulbs. Halfords' H4 472 Alite-branded bulbs actually delivered a better result than our recommended bulbs by a small margin, but that price dropped Halfords off the podium. However they are still worth considering thanks to the light tunnel performance, which delivered a win in the maximum brightness test".

Are LED bulbs legal?

There is concern over replacement LED bulbs for headlights because they have multiple light sources in the bulb so are difficult to focus in replacement H4 Halogen headlamp reflectors with consequential concerns over dazzle for oncoming vehicles. At present LED bulbs are **technically illegal** as the minimum wattage requirements for a headlamp is 30 watts, which an LED bulb would not consume, but this does not apply to new cars which have type approval as a unit and so do not have to conform to those lighting regulations. It is better to stick with Halogen bulbs for your replacement headlamp units and if the standard bulbs are not bright enough, then fit the high performance ones which are now available and promise up to 150% greater brightness.

Clearly legislation has not kept up with technology. Chris Hunt Cooke highlights a website with clear information on the current legal position with LED bulbs used as an upgrade on classic cars. It's on an ABD (Auto Bulbs Direct) website. See our "More" webpage for the link.

Fitting relays is a useful upgrade

Chris Bound with an MGBGTV8 Conversion suggests "a useful upgrade while you are replacing the headlights would be to add a pair of relays into the circuits. In standard form, the feed to the lights goes via the main light switch and the headlight dip and main beam stalk switch, both of which as ageing components can sap the power reaching the lights. It's a simple

modification to insert relays into the circuits so that you get full power directly from the battery and also protect the ageing dip and main beam stalk switch. There are handy ready-wired relay kits available which contain everything you need to do the job. Moss Europe has one at £39.

Mike Howlett has an MGBGTV8

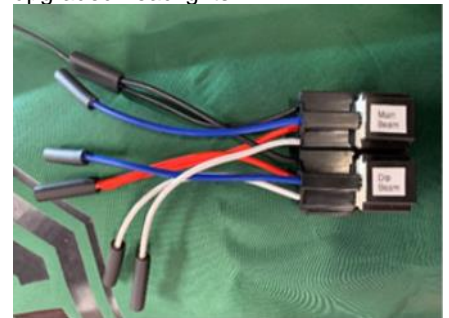
Conversion which he uses a great deal throughout the year and recommends "definitely fitting relays, not only because you minimise the voltage drop but because it protects and preserves your original switches. Clicking on your headlamps puts a 10amp load across the puny brass contacts in the main switch and the dip switch. Some sparking must occur and eventually the contacts will fail - they are 50 years old after all. Using relays means the switches only have to pass a milliamp load while the relay handles the big load. Relays are cheap and easily replaced, unlike your switches".

Peter Spurrs contributed a detailed note describing his installation of twin relays using individual parts purchased from auto electrical suppliers. You can see his illustrated article and more on H4 headlamp upgrades with wiring diagrams plus a link to the video on the Holden's website via our "More" webpage.

What is a relay?

A relay is essentially a switch that is operated electrically rather than mechanically. Although there are various relay designs, the relays most often found in low voltage auto applications are electro-mechanical relays that work by activating an electromagnet to pull a set of contacts to make or break a circuit.

A relay uses one circuit with a relatively small electric current that can turn on or off a second circuit with a much larger electric current. So used in a classic car the low current circuit uses the existing switches and loom with a low load and the second circuit has to cope with heavy loads supplying the upgraded headlights.



Neatly assembled twin relays kit

For more information visit our via our "More" webpage at

www.v8register.net/more.htm



Stove enamel refurb option for Dunlop composites

With Motor Wheel Services at Slough ceasing their specialist wheel refurbishment service for Dunlop composites a few years ago there are few if any other firms with the necessary skills and high standards prepared to carry out a full refurbishment service, so what are your options with corroded wheels? A full refurbishment of these wheels involves splitting the alloy centres from the chrome rims, de-rusting the rims, rechroming them and then the time consuming reassembly of the wheel by fixing the alloy centre to the steel rim and then balancing the wheel. The stove enamel refurbishment option is one many MGBGTV8 owners will have to consider if their Dunlop composites are badly corroded.

Further research is underway to understand which of the specialists offer a good quality refurbishment service using a stove enamel finish, what the refurbishment work involves and the costs, plus gathering fellow members' feedback on the results they have had with individual refurbishers.

An MGBGTV8 up for auction at the Classic Car show at the NEC in November 2019 had stove enamelled wheels. The photo alongside shows the quality of the finish. The subtle difference with the original chrome finish was not immediately obvious as you walked round the car until you began inspecting it in detail. But the rims were highly polished and looked very good.

Keith Baker reports he has "had a rusty Dunlop composite wheel shot blasted and then powder coated by **McNealy Brown** in Sittingbourne. Any pitted rust may show as no remedial work is carried out. Once powder

coated I had to mask over all the flat "silver" areas on the alloy centres so I could spray gloss black paint to complete the refurbishment. The rims are not quite as shiny as chrome but much more durable. The cost was £50 to remove the tyre and refit with balance weights.

Like all MGBGTV8 owners with original Dunlop composites I would prefer to have them stripped and rechromed but have not found any company willing to split and reassemble the wheels. Also I have concerns over the strength of the wheel and difficulties with balancing the wheel once reassembled. So basically I think the stove enamel treatment above is the best and most cost effective way of refurbishment. I did speak with another company in Rochester Kent who have done Dunlop wheels - their process is similar but much more expensive".

Recently **Bryan Ditchman** reported "the stove enamel option does not involve splitting the rim and alloy centre but blasting the wheel to remove corrosion from the chromed steel rim, then polishing and finishing the wheel by baking a coating to form a polished stove enamel finish. It's not an original chrome finish but it looks very good".

Bryan has his MGBGTV8 on the road round the year so his Dunlop composites take real punishment from the salt and road muck. He has had several sets of his wheels dealt with by a specialist alloy wheel refurbisher, **Solent Wheels** in Hampshire, who offer the stove enamel service and Bryan is pleased with both the result and their service.

New update options for sets of workshop notes

As our two series of workshop notes have grown over the years and now have a combined total of over 1,035

notes with useful information in 15 volumes of V8NOTES and 12 volumes of RV8NOTES, many sets supplied to fellow members need updating. So we have now launched three update options on the V8 Shop for members who have previously purchased a full set.

Update Option 1 provides a new complete set of workshop notes on a Twister memory stick with a reduced price for current Members. This is the option for you if the last volume in your set is Volume 13 (V8NOTES) or Volume 10 (RV8NOTES) or earlier.

Update Option 2 offers a download of the last two volumes in each series - Volumes 14 & 15 (V8NOTES) or Volumes 11 & 12 (RV8NOTES) in PDF format from the V8 Website.

Update Option 3 is a 12 months subscription updates service to keep your latest volume in your set of workshop notes up to date with downloads in PDF format from the V8 Website. With this service you will be able to download Volume 15 (V8NOTES) or Volume 12 (RV8NOTES) whenever an additional note is added to the series throughout the 12 month subscription period.

...These update options are only available to current Members of the MG Car Club who have registered an MGV8 with the V8 Register and have previously purchased a full set of the workshop notes.

MGV8 price guides and market reviews

Our next six monthly market reviews and price guides for MGBGTV8s and RV8s will be released in early May 2020. This six month period covers both Brexit and one of the wettest Winter and early Spring periods seen in the UK for many years, so whether it will show an impact on market activity and prices will be interesting. Our two Pricewatch volunteers, Andy Goves and Keith Belcher, have been beavering away spotting MGV8s advertised for sale, listed for auction and sold.

DfT consultation with concerns over petrol availability after 2035

The Prime Minister announced on 4th February 2020 that the UK Government is seeking views on bringing forward the end to the sale of new petrol, diesel and hybrid cars and vans from 2040 to 2035, or possibly earlier if a faster transition appears feasible. Transport secretary Grant Shapps is reported to have since said the deadline could happen as soon as 2032. News of an open consultation and how to respond

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was published on 20th February 2020 on the GOV.UK website by the Department for Transport (DfT) and the Office for Low Emission Vehicles (OLEV). It has not seen much publicity, although it was a brief news item in Classic Car Weekly for two weeks in early March, so if you feel you want to participate then doing so promptly will be necessary. Responses need to be made as soon as possible but no later than end of Friday 29 May 2020. See our "More" webpage for links to the public consultation document.

Concerns over the continuing availability and cost of motor fuels

Although the proposals relate to ending the production and sale of new fossil fuelled cars and vans from 2035, owners of existing petrol, diesel and hybrid cars and vans will still be able to use these vehicles and buy and sell them on the used car market. The key concerns for drivers wishing to continue using a fossil fuel car after a 2035 deadline will inevitably be the continuing availability and cost of motor fuels.

If the transition to non-fossil fuel cars is successful, with a reducing number of fossil fuel cars still running on UK roads in the run up to and beyond 2035, the demand for fossil fuels from filling stations will inevitably decline. For fuel retailers the effect on the economic viability of their continuing to have fossil fuel pumps around the country could gradually lead to rising motor fuel costs and many forecourts ceasing to have fuel pumps enabling drivers to fill up.



E10 the new standard grade

In early March it was reported the UK Government is consulting on making E10 - which contains less carbon and more ethanol than fuels currently on sale - the new standard petrol grade in the UK. The move could cut CO2 emissions from transport by 750,000 tonnes per year, the DfT said, but they acknowledge the lower carbon fuel would not be compatible with some older vehicles. Current petrol grades in the UK - known as E5 - contain up to 5% bioethanol and E10 would see this

percentage increased up to 10%. The good news is that thanks to representations by the Federation of Historic Vehicle Clubs (FBHVC) and others there will be continuing availability of E5 petrol, known as "protection grade", and this will be super grade and therefore suitable for all vehicles.



Photo at Blenheim

This photo of an early MGBGT V8 in Damask at Blenheim Palace was used for a sales brochure. David Knowles suspects this photo was taken around May or June 1973 at the latest to meet deadlines for the first sales brochure in which the V8 appeared as a couple of pages inserted at the back of the existing MGBGT brochure (Publication 2962/A). There was even a reference there to V8 export specifications! It has some unusual wing mirrors.

From a copy of the Factory records it must be GD2D1103G which went through Paint Finishing at the MG Plant on 10th January 1973. The notes on the Factory records show it was produced as a RHD "Pre Production UK Photographic Demonstrator" on loan to Cowley and another later entry says it was "sold to Dias & Co in Carlisle". It was registered with the V8 Register many years ago by an enthusiast in Canada where we believe it still remains.

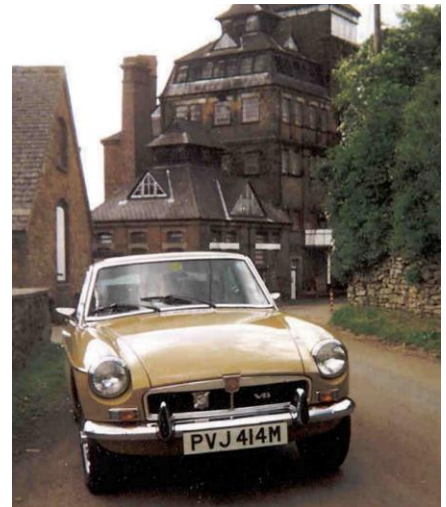


Visit to the Workhouse at Southwell

Ken Clayton has arranged a group visit to The Workhouse in Southwell in Nottinghamshire on Sunday 5th July 2020. It's a National Trust property and on their website they say "walking up the paupers' path towards The Workhouse it is easy to imagine how the Victorian poor might have felt as they sought refuge here. This austere building, the most complete workhouse in existence, was built in 1824 as a place of last resort for the destitute. Its architecture was influenced by prison design and its harsh regime became a

blueprint for workhouses throughout the country.

This rural workhouse was designed to house around 160 inmates. They lived and worked in a strictly segregated environment with virtually no contact between the old and infirm, able-bodied men and women and children. The garden you can see today was recreated in 2004 on the site of the original vegetable garden which provided food for the inmates, with any surplus being sold off to generate income. The Bramley apple trees are over 100 years old and have a special connection with the local area, as Southwell is the home of the Bramley apple".



Hook Norton for lunch

MGLive! 2020 weekend

We will have our usual V8 Marquee at MGLive! (13th/14th June) with refreshments including tea, coffee and homemade cakes and the comfort of tables and plenty of chairs where members can rest up and chat with their friends. We understand the V8 Marquee will be located in the "Village" in the central area of the circuit with marquees set up alongside by other registers. On Sunday at noon we have the V8 AGM in the V8 Marquee and the formal notice of that meeting will be posted shortly.

On Friday 12th June at near noon we have an informal lunch at the visitor centre at the Hook Norton Brewery which is a convenient stopping off point for members making their way to Silverstone for the weekend. Further news of events near MGLive! will be available in our V8 Column in May.

V8 Kent Tour 2020

The next V8 Tour in September this year has proved very popular and the event organiser, Ian Quarrington, reminds members that it is fully booked.

For further information and useful links see our "More" webpage at: <https://www.v8register.net/more.htm>