



WELCOME TO THE V8 NEWSLETTER



Door mirror instability

Peter Spurrs found the two door mirror fixings on his MGBGT V8 were unstable. Here is how he solved the problem.

The method the Factory used for fixing the mirrors to the door was a quick and easy solution for the production line, but did not give a stable mounting. Firstly, on the production line, the two plugs on the plastic base plate were fitted into the two holes in the door. Next, the mounting plate was held in place with two self-tapping screws. Finally, a single screw held the mirror in place on the mounting plate. The single screw is on the rear facing side of the mirror to allow the mirror to break off on impact.



The logical steps are to make the mirror to mounting plate connection more robust, then to improve the mounting plate to door connection. To

make the mount more robust, I glued in place a small aluminium plate to the plastic screw contact face. I then filed the base of the mirror to lower the point at which the grub screw contacts the plate. Sufficient material was removed to ensure the point on the grub screw contacted the middle of the aluminium plate and did not ride over the top.

Securing the door mount

The first job is to remove the door card to gain access to the inside of the door:

1. Remove the four screws holding the door capping and lift off the capping.
2. Remove the two screws on the door pull.
3. Remove the single screw on the window winder.
4. The door lock surround is in two pieces which can be pushed apart. The upper surround needs to be fed carefully over the trim strip to avoid damage.
5. With all of the components taken off, the door card can be removed. It is held in place with a number of plastic push-on clips. In my case, finger pressure around the edge of the door was adequate. It may be necessary to use a lever of some sort. Whatever it is, some padding

may be needed to prevent damage to the door paint.

6. The final layer is a plastic sheet used to form a waterproof barrier between the door card and the door inner. It is glued in place. Careful removal will allow it to be reused.
7. Repair any damage and corrosion. In my case, the rust around the mounting holes needed to be addressed.

Once I had access to the inside of the door, I cut down the plugs on the base plate leaving enough plastic to hold the plate in the door and protect the metalwork. I then fitted the base plate into the two holes and placed the mounting plate over it. Two 25mm M5 countersunk machine screws were then threaded through the mounting plate to hold the parts in place.

Fitting the plastic and spring washers and nuts onto the machine screws was technically simple but physically difficult. Without removing the window, the only access to the machine screw is through the door and upwards. The length of my arms meant that all I could use were my finger-tips. It is also worth noting that some of the edges are sharp – long sleeves are advised. As the screw points downwards through the door, the washers tended to fall off and into the bottom of the door where retrieval can be difficult. A dab of light grease held the washers in place whilst I threaded the nut. Once threaded and spun on, it was relatively simple to hold the nut with an 8mm spanner whilst the screw was tightened.

Whilst I had access, I took the opportunity to grease the window winding mechanism. It looked as if it hadn't been touched since 1973. To copy the phrase from workshop manuals, replacement of the door card is the reverse of removal. Result, two stable and useable door mirrors.





Interior light intermittent fault

MGB owners find the interior light often fails to illuminate when a door is opened on their MGBGT V8. Here is how to solve the problem.

When opening either passenger door, the interior light should come on. On an increasingly regular basis, it was failing to do so. The short-term solution was simple –waggle the jamb switch to make a contact. When the door is closed it pushes the contacts apart, breaking the circuit. Opening the door allows the contacts to close, providing current to the light. Being low side switched, the light is on when either door is open. For the majority of the car's life the jamb switch is 'off' as the contacts are open. Forty plus years of corrosion takes its toll on the contacts.

A second issue is that the door does not press straight onto the jamb switch. The swing of the door describes an arc, so presses the pin at an angle. Over the years, the pin has a tendency to bend. A bent pin has a tendency to stick.

The solution was to remove the switch which is a straightforward matter of unscrewing the two cross-headed screws and withdrawing the switch.

But take care the free length of wire is

short. Both contacts can be sanded to remove the corrosion. After cleaning the contacts and adding a little grease to the pin, the switch can be replaced. If the light then works properly all the time, the job is complete. In my case it didn't, so I removed the switch again and applied gentle pressure with pliers

to eliminate the worst of the bending. Eventually, after several attempts, the pin was straightened sufficiently for it to slide smoothly in the housing. With the passenger side fixed, I applied the same process to the driver's side.

Door panel moisture barrier replacement

Whilst working on maintaining your door mirrors, you may need to replace the door panel moisture barriers. Here is a guide to how you can undertake that replacement.

The MGBGT V8 was built at a time when British Leyland thought it was perfectly acceptable to make car parts out of hardboard. Admittedly, the parts weren't structural, but hardboard is neither durable nor waterproof. The door card is one such component-it is a sheet of hardboard with the flexible interior plastic stapled to it. It is inevitable that water gets inside the door, especially via the outside window seal. To help reduce (but certainly not eliminate) the amount of water reaching and soaking the hardboard door card, a plastic moisture barrier is glued onto the door inner.)

What problems develop over time?

The moisture barrier can decay and become unstuck, allowing water to penetrate the hardboard in the door card. Also, when working on the interior of the door, the barrier has to be removed and can tear, especially at the glue line. The replacement access to the membrane entails removing the door card. That removal procedure is described as a step by step guide in the article covering door mirror stability.

In a V8BB thread Paul Atkinson's



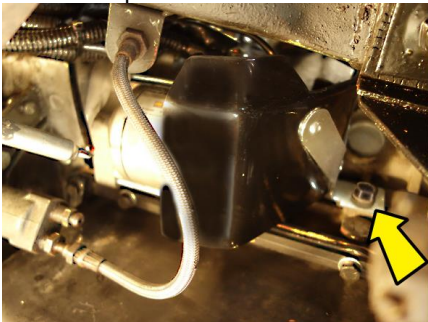
V8 NEWSLETTER

solution was to use polythene from a mattress wrapper. Mike Howlett uses self-adhesive carpet protector, available from most DIY outlets. A certain amount of cutting and trimming will be needed, whatever the option chosen. A decent pair of scissors is good enough. Unless a self-adhesive membrane is chosen, an adhesive will be needed. Primarily because I had nothing else to hand, I used a blue gasketing compound. I'm not putting that forward as the best answer, just Hobson's choice.



Fitting a heat shield to an MG V8 starter motor

In a post on the V8 Bulletin Board Paul Taylor asked if anyone had a photo showing how the aftermarket 'Starter motor heat shield' is attached? He added he had assumed it was via one of the starter's fixing bolts but that doesn't seem to be possible. John Brown responded saying "I fitted mine many years ago. The heat shield has a slotted bolt hole so it's just a case of offering the shield up from underneath, this will then indicate which set screw needs loosening to slide the slotted hole behind." Paul then replied that he had wrongly assumed the curved shape of the shield had to contour the cylindrical shape of the starter -but when held in that position the fixing bracket was hanging in mid-air! It turns out it's designed to 'cup' the end of the starter motor. His photo illustrates this.



The shield shares the same fixing bolt (arrowed alongside) that also secures the offside engine mounting. The shield

bracket is open-slotted so it's only necessary to undo the bolt a couple of turns in order to slide the bracket in and re-tighten. Starter motor heat shields suitable for both MG V8s and RV8s are available from Clive Wheatley mgv8parts.com. The shield provides protection from water and dirt collecting around the electrics at the rear of the starter motor.



Avoiding a dashcam drop

Most dashcams are attached to the windscreen with a suction pad fixing just to the side of the rear view mirror, so from the driver's position only the bottom edge of the dashcam may be visible. That suction pad is usually very reliable but just occasionally, when the external temperature or the humidity changes, the suction mount that holds the dashcam on the windscreen can fail and the dashcam then falls to the floor in your car. There is a risk the dashcam can be damaged as it falls.

A simple fix is to cut a length of grey cotton thread from a reel in the home needle box and then create a loop round both the dashcam and the arm of the rear view mirror so then, if the suction pad fails, the dashcam will drop only a matter of an inch or so before it is held in suspense below the rear view mirror by the cotton loop waiting to be fixed to the windscreen again.

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

Fuel duty remains frozen for the 11th year

Fuel duty has been held at 57.95p per litre for petrol and diesel since March 2011 and the freeze was continued in the Chancellor's recent Budget Statement. Estimates released by the UK Treasury indicate it has saved the average motorist £1,600 in that time. Treasury documents have said that any future change to fuel duty would be considered in the context of the UK Government's commitment to reach net-zero emissions by 2050.

Motoring groups have backed the fuel duty freeze with Edmund King, the president of the AA, saying "we are on the road to economic recovery, so this freeze on fuel duty helps to keep us on

track. It will be welcomed by the car-dependent, key workers and all businesses that rely on road transport".

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

E10 from September

All petrol stations in the UK will sell E10 fuel as the standard from September 2021. Whilst all petrol stations will sell E10 as the standard fuel, the older E5 will still be sold but as a more expensive super grade. That will enable owners of classic cars to use the less damaging fuel for their cars. In 2018 the Times reported there were around one million cars registered in the UK before 2000 that cannot use E10 and that number included 75,800 MGs.

For drivers of modern cars used as their daily driver, the introduction of E10 will raise their motor fuel costs by around 1.6% because the ethanol in E10 produces less energy per litre. On top of that using more litres per 100 miles then as a consequence the Government's fuel duty and VAT tax take on more litres consumed will be greater.

Warranty claims during RV8 production

Some interesting information has been revealed from recently obtained archive material with RV8 warranty claims records. Whilst the claims documents are still being reviewed what can be seen is that there are warranty claims records for 132 RV8s, 6.6% of the production run. Not surprisingly just over 70% of the claims were during the first 20% to 25% of the RV8 production.

Whilst examining the warranty claims records some copies of very useful RV8 documents were found at the back of one of the ring files. They included a Service Action Bulletin issued to all main and retail dealers and three Autocourse New Product Update Bulletins provided by Rover Group covering a product review, detailed information on the in car entertainment (ICE) system and detailed information on the Engine Management System (EMS). As these documents will be of interest to RV8 enthusiasts, copies of each of those documents have been made and added to the useful information in the "Manuals" folder in the sets of RV8 Workshop Notes supplied to members by the V8 Register. Copies of those four documents are also available to members with an Updates Subscription for a set they purchased earlier.

Check if your RV8 had a warranty claim via a link on our "More" webpage: <https://www.v8register.net/more.htm>



MGBGT V8 in the relatively rare colour, Aconite. (Peter Spurrs)

50V8

coming in 2023

In 2023 we have the 50th anniversary of the launch of the MGBGT V8 model in August 1973 and the 45th anniversary of the formation of the V8 Register five years later in 1978. At the end of March 1993 the first production RV8 was completed and the first six customer cars followed as a batch by mid-April. So in 2023 we will also have the 30th anniversary of the start of RV8



Sunset down Little Loch Broom (Mario Klooststra)



MGBGT V8 (Tundra 2117) with Keith Young

production in 1993.

As the 50th anniversary is a major milestone we are beginning planning ahead with ideas of how we can celebrate that milestone year and the anniversary date of the launch of the MGBGT V8 on 15th August 1973 at the Earl's Court motor show in October.

V8 NW Highlands Tour 2023

One idea many members would find particularly enjoyable for the 50V8 anniversary year is a V8 Tour in the NW Highlands as we had a V8 Add-On Tour based at Dundonnell near Ullapool in 2013 that proved very popular. It followed the very successful European Event of the Year held at Aviemore arranged by the Caledonian Centre.

Anniversary photo collection for 2023

As part of the run up for the 50V8 anniversary in 2023, we have launched a rolling collection of members' photos of all MGV8 models which will run until 2023. The series has got off to a good start with a member survey to find the photo which is most members' choice of the best photo in the collection. Send in your photo now.

V8 Kent Tour 2021

As the end of Covid lockdown is in England is sight, Ian Quarrington has plans in hand for the V8 Tour to go ahead in September based at the Little Silver Country Hotel in Tenterden. There will be a visit to Canterbury and the cathedral, a tour of the Royal Historic Naval Dockyards at Chatham and visits to several National Trust properties in Kent. For further updates see the "More" webpage.

Best scratch remover

Which? magazine reports their Best Buy car scratch remover product was Autoglym Scratch Removal Kit. It produced the best results on the scratches they tested it on and left the best finish, even after washing the paintwork with car shampoo. See the "More" webpage at:

<https://www.v8register.net/more.htm>