



### RV8s gather in Yorkshire

Stuart Mumby reports there was "a very successful show at Lotherton Hall near Leeds in June organised by City of Leeds MG & Classic Car Club. Dennis Hodge's prediction of a double figures turnout of RV8s was realised, with ten RV8s in a row - I feel a song coming on!" He adds "I canvassed all the owners about my proposal to start up an activity group for Yorkshire RV8s and there was unanimous support for this. I therefore intend to go ahead with this, beginning with a scenic run in the Yorkshire Dales or North York Moors in September or early October". Stuart has the contacts for the Yorkshire members so will be in touch. If you would like to contact Stuart to join the group his number is 01430 871078.

### Check your agreed value when you renew your insurance cover

With the general increase in classic car prices over the last couple of years, MG V8 prices had moved up with the trend, so earlier this year our price guides for the Factory V8 and RV8 models were updated. An additional factor lifting prices of many chrome bumper V8s has been the very welcome road tax exemption for cars built in 1973 which came in from 1st April this year. That is now a rolling 40 year concession so cars built in 1974 should qualify for a tax class change from PLG to Historic and free road tax from next April. The tax exemption alone has lifted prices for a Condition 1 V8 by some £2,000. Our updated price guide was prepared by fellow V8 member Adam Fiander and published in February this year.

As your insurance cover comes up for renewal, if not before, you need to consider whether the agreed value forming a key part of your cover needs revising. With the recent renewal of cover for a V8 built in December 1973, which is now a Historic tax class car, the insurer accepted an increase in the agreed value from £10,500 to £15,000. The additional premium was around £8 per thousand of additional agreed value, equivalent to an additional 69p a week.

The insurer will require you send in a new set of current photos of your car to support your proposed revision to the agreed value and they will be assessed by their expert before the new value is accepted as the agreed value condition of the policy. The set of photos needs to be comprehensive and good quality covering the front, nearside, rear, offside, engine bay, rear luggage area with the tailgate up, interior from both the driver's side and passenger's side and for good measure a photo of at least one of the Dunlop composite road wheels. It is worth certifying they are current photos by writing on the back of each photo "photo taken on [date]" or you can adjust the settings on your digital camera to embed the date in your photo before you obtain prints.

For the link to our online MG V8 price guide see: [www.v8register.net/sf/more.htm](http://www.v8register.net/sf/more.htm)

### V8 Garden Visit in Shropshire

For Sunday 17th August 2014 Clive Wheatley is arranging a private visit to the beautiful gardens at Lower Hall, a privately owned 16th century timber house in the centre of Worfield, a village 3½ miles east of Bridgnorth in Shropshire. The gardens cover four acres with a walled

garden with roses, clematis and mixed borders, and a water garden with a pool, primula island and rock garden. A woodland area has rare mature trees including magnolias, paper bark and Japanese maples. The River Worfe which gives the village its name meanders through the garden. This is an opportunity to see these gardens which are only open to private parties. Bookings and more information from Clive Wheatley on 01746 710810. The postcode for Lower Hall gardens is WV15 5LH. [www.v8register.net/sf/more.htm](http://www.v8register.net/sf/more.htm)

### Swiss-MGV8/IG weekend at les Diablerets

The Swiss-MGV8/IG group have another of their popular events over the long weekend of Friday 26<sup>th</sup> to Monday to Sunday 28<sup>th</sup> September based at the four star Eurotel Victoria hotel in the middle of the wonderful Swiss Alps with magnificent panoramic views, vineyards and the Castle of Aigle. For further information and bookings contact Victor Rodrigues via the Swiss V8 Register website. <http://www.swissmgv8.ch/>

### End of the paper tax disc

The end of paper tax discs was announced in the last Budget since when the Federation of British Historic Vehicle Clubs (FBHVC) has been seeking clarifications from the DVLA on a number of concerns. In a recent newsletter the FBHVC says the "DVLA have not reacted to our comments on their proposal that on any sale of a vehicle with an unexpired tax disc, the VED registration expires and a new one has to be sought". The proposal says the existing VED licence (even if it is for a Historic Vehicle and no VED is payable) will expire when DVLA is notified of the change of keeper - that is when the DVLA receives the V5C in Swansea. Neither buyer nor seller will know exactly when that is. But the seller, because of the Continuous Insurance obligation, will need to keep his insurance in place on the vehicle they have sold until they are sure the licence has lapsed. Presumably the buyer will not be able to get a new licence until the old one has lapsed but will need to have put insurance in place to use the vehicle after sale.

The Federation is also concerned that DVLA do not appear to be planning for an owner to possess any actual evidence of his own. DVLA seem to consider that having the vehicle on their database is enough. We are concerned that other authorities, especially abroad, may wish to see some evidence that the vehicle is licensed, even if only a print of a computer record, and will not be willing to simply to be told to visit the DVLA website!



### RV8 rear window zip

When the zip for the rear window on his RV8 failed, Peter Wallis sought help from fellow members on the V8 Bulletin Board saying "can anyone give me a recommendation to a specialist trimmer near to home in North Hampshire?" Fellow RV8 member Richard Wood responded that he had suffered a similar problem last year and recommended that as an initial step it is helpful to spray all the hood fixings liberally with lubricant to ease their removal. The rear central fixings are captive nuts but the side ones are not and will require removal of the interior side trim panels to get to them. The job is not difficult but is time consuming. He also suggested looking at the "big black bolts" - two on each side - which connect the main part of the hood to the frame of the car. His bolts had already been removed at least once before and were beginning to look past it, so he ordered four more from Brown & Gammons so they could be replaced. These bolts are best removed with a screw bit in a socket set to get the extra leverage.

Mike Lane recommended his local vehicle trimmer in North Hampshire, Andover Upholstery, and mentioned they always have classic cars of one sort or another in their yard being fitted with new weather gear or seats and trim. He used them to fit his original RV8 replacement hood purchased from Heathrow Services a few years ago.

Just a week after the zip slider failed Peter reported everything had been resolved thanks to 'Matt' at Andover Upholstery. Peter felt the reason for why the 'slider' failed was principally caused by his not releasing the windscreen catches when opening and closing the rear window panel in the hood. This places undue tension on the zip slider which over time pulls the slider out of shape, hence the difficulty with sliding the zip backwards and forwards. Mike feels this will become a common fault and recommends the occasional application of a little WD40 to the zip.

Peter also mentioned that a certain trim specialist was going to charge him £340 for fitting a new zip whereas he found through Mike's referral to a local specialist in Hampshire that he only needed the slider! He feels that as so often there is a knack when it comes to fitting things like hood zips and that's the real secret. It was a job where you can easily damage the zip so he is glad he left it to the experts and he was pleased to find he was only charged £40.

Andover Upholstery has been added to the V8LIFELINE, our listing of specialist spares and services providers.

[www.andoverupholstery.co.uk](http://www.andoverupholstery.co.uk)

### RV8 aircon saga continues

David Allen contributed a useful RV8NOTE378 in June 2013 based on his experience of having his aircon system

checked and recharged by Kwikfit in May that year. In his recent update he reported it had stopped working again in August by the end of the European Event of the Year at Aviemore in Scotland. Although that puzzled him he left things alone through the winter but as he began preparing for the EEOTY in Denmark this year he went back to Kwikfit. Once again he was most impressed by the quality of the people and the reception he received there and he was pleased to see the price of the Kwikfit refill is still £49.

David watched the procedure right through as the aircon system was charged again after going through the full test procedure successfully, but there were still some 150g of the coolant left out of a charge of 1,250g. So as the leak was so small he was advised that their machine is not good enough to check for pinhole leaks but Kwikfit now put an ultra violet or UV dye into the system to check for aircon system leaks. So the RV8 was put on a ramp and with UV glasses and a UV torch you could see a very small tell-tale leak on the balance pipe that connects the two condensers underneath the front bumper. Running his finger over that pipe David could feel a small dent in the pipe which was evidence that it had been hit by a stone at some stage although the rubber sleeve was intact. David said the dent in the balance pipe was so small that it was only visible through special UV filter glasses. If the leak persists after the trip to Denmark then David will have the whole system looked at by the Kwikfit technician who has said he is fully up to speed with aircon repairs.



### Workshop notes available on a USB stick

We have changed the format for distributing full sets of the two workshop notes series by switching to a USB memory stick. The new "twister stick" comes with the V8 Register logo and replaces the CD with a printed label we have had for many years. It should be a very convenient reference source.

[www.v8register.net/sf/more.htm](http://www.v8register.net/sf/more.htm)





### V8s at MG90

MG enthusiasts basked in warm sunshine at MG90 and enjoyed the dry conditions. The **V8 Marquee** was a popular meeting place for V8 enthusiasts and for refreshment. One surprise was the very welcome appearance of Dugald MacNeil, a former stalwart of the V8 Register in the 1980s, who appeared with Mike Macartney in the Teal Blue V8 that had been extracted from Dugald's garage after some 17 years of hibernation and painstakingly restored by Mike. We hear Mike has generously offered Dugald first refusal to buy it back. Judging by the gleam in Dugald's eye there is strong chance he will do so!

The **V8 display in the Club's main marquee** recreated the stunning display of the new MGBGT V8 model launched in August 1973 when it was featured on the MG stand at the Earls Court Motor Show up on a white ramp in a dramatic position. That car, Citron 0798, is owned today by fellow V8 Register member Robert MacGillivray

who offered to bring it down from Lanarkshire so it could be on the V8 stand at Silverstone for MG90.

The display featured a large reproduction of the iconic photo behind Robert's car with the aim of recalling the feel and sight of the V8 at the motor show in October 1973. The photo shows the original strapline down the side of the ramp - "The new 124mph MGB GT V8". It attracted many visitors to the V8 stand over the weekend including a party of Chinese MG enthusiasts.

**Lunch at the Pear Tree Inn** at Hook Norton on Friday was popular and later some 30 members and friends enjoyed a lively **V8 Supper at the Three Conies Inn** at Thorpe Mandeville just north of Brackley. With a large contingent of Caledonian members present it was timely that the first of four annual V8 awards, the Ian Lloyd memorial award, went to **Rob MacGillivray** for the exceptional work he and his fellow Caledonian committee members did in planning, arranging and delivering an outstanding European Event of the Year at

Aviemore in 2013 which many fellow V8 members enjoyed. The award was a framed photo of the V8s parked up by the Dundonnell Hotel at the head of Little Loch Broom with the sun setting down the loch. That hotel was the base for the popular two day add-on V8 tour which followed Aviemore. The second award, the annual Chris Dodds award, went to **Ron Gammons** for his tremendous work over many years in planning and managing the Club's motor racing programme, not least the two day meeting as part of the MG90 event.

The third award was the Geoff Allen Award which went to **Andy Knott**, the Editor of Safety Fast!, for his success in raising the quality of the monthly publication but also, most notably over the last 6 months, of bringing forward the delivery date so the magazine reaches most UK based members on or before the 29th of the month before the issue month. A new award in memory of a popular V8 member who passed away earlier this year, John Targett, was made to **John Yea** who drives an MGB on the track with the same enthusiasm as John Targett had for so many years. We managed to track John Yea down in the paddock as he returned from a practice session and David Matthews (John Targett's nephew) was pleased to present the award.

The **MG90 Timeline display** featuring all production MGs from the earliest to the current models was a key feature of the MG90 event. Over the weekend eight V8 members volunteered to provide examples of the four V8 powered MGs – a GT V8, an RV8, a ZT260V8 and an SV-R. On Saturday we had a pre-development V8 from Clive Wagerfield, a development RV8 (DEV2) from Stephen Dent, a ZT-T260V8 (estate version) from Geoff Edwards and an SV-R from John Newey. On Sunday an early V8 (which had been exhibited in the hall at Longbridge back in 1973) from Gavin Bailey, a rare RV8 in White Gold from Tony Arnold, a powerful ZT400SEV8 from Dave Pearce and an SV-R from Stan Aleksandrowicz. Many thanks to those members and to Dennis Wharf, a V8 member, who had the major task of organising the MG90 Timeline.

At the **V8 AGM** held at the V8 Marquee at MG90 on Sunday 22nd June, two new committee members were elected – **Roger Aldridge** from Worcestershire (who managed the RV8 best mods survey in 2013 and is currently editing a new MGB Workshop Notes series from our V8 series) and **Tony Arnold** from Lancashire.

Dutch RV8 enthusiast Mario Kloostra was over from France for the MG90 weekend together with John Upton and a party of fellow expat V8 enthusiasts from France.





Dan Hickey in his Oxford Blue RV8 on his way to Caves Beach

### Australian RV8 imports

Stuart Ratcliff has been a leading light in Australia with RV8 imports and he provides a useful update on the Australian RV8 scene.

Since the introduction of RV8s from Japan to the Australian market in 1999 interest in the model has been very strong. The Australian market had not seen new MGs since the finish of Australian MGB production in 1972 so to see a near new car with a very different level of finish was very exciting for local MG fans. Most of the RV8 imports were of very high quality with less than 10,000 km being very common. Until 2014 there have been around 230 RV8s imported to Australia.

From 1999 to 2010 relatively high numbers of RV8s were brought into what is a very small market place but over the last two years the **Australian RV8 import market has all but dried up** with only a few cars imported and certification happening to a few vehicles that were imported previously. With local demand well catered for by existing cars coming up for sale within the Australian market, the importation of more RV8s to Australia has all but ended. Local cars are mostly of a very high standard and are highly prized by their owners.

It seems that RV8s still come up for auction in Japan but with higher mileages and lesser quality than the vehicles imported earlier to Australia. After a period when RV8 prices at auction were dropping, prices seem to be picking up with Europeans

getting into the Japanese market again. Some very low mileage cars still appear at auction along with some very poor examples. It is best to use a respected RV8 specialist to source a vehicle for you rather than to try and save a few dollars that may lead to disappointment.

#### How are second-hand vehicles imported to Australia?

Second hand vehicles imported to Australia can enter under four different categories:

##### Pre 1989 original condition vehicles

These are original collector type cars manufactured prior to 1989. When we reach 2019 this will become a rolling 30 year rule.

##### Personal Import scheme

Vehicles owned and used overseas for a period of at least 12 months by an Australian citizen or a person immigrating to Australia. The vehicle has to be in an "as manufactured condition". The vehicle does not have to meet all Australian Design Rules (ADR).

##### RAWS Scheme

The Registered Automotive Workshop Scheme (RAWS) covers all other second hand vehicles imported to Australia. The vehicles allowed under this scheme are models not supplied to the Australian market when new by a manufacturer or an importer that has some form of collector or specialist attributes. These vehicles must be modified to meet the ADRs by a Registered Automotive Workshop (RAW) that has the evidence available and expertise in that particular model. If no RAW holds the evidence required for a particular vehicle it

cannot be imported. Vehicles must be modified to meet the ADRs and emission standards in force at the date of vehicle manufacture.

#### Race and Rally scheme

This scheme covers vehicles imported for motorsport activities by owners with competition licences but these vehicles are never to be allowed registration for use on Australian roads.

#### RAWS introduction

Prior to the introduction of RAWS cars were imported under similar guidelines that were not quite as strict. Under this earlier scheme the RV8 had been imported by three companies in Australia that held certification from 1999 to 2002. With the introduction of RAWS only one company, **RV8 Cars Australia P/L**, went ahead and produced the evidence and undertook the extensive testing required to get the RV8 certified under the new scheme.

To bring the RV8 up to a condition to meet the ADRs applicable in Australia in 1995 meant fitting side intrusion bars in the doors and a high mount brake light on the boot lid. Other modifications included the addition of an extra digit to the odometer so that it can read to 6 figures, new catalytic converters, new tyres, local seat belts and reams of paperwork for each vehicle.

Under RAWS the vehicle is imported under the name of the RAW and modified before being able to be fitted with a federal compliance plate that should allow the vehicle to be registered in any Australian state or Territory.

This process continues and an example is where **RV8 Cars Australia P/L** has just completed evidence and gained certification to comply the ZT 260 for the Australian market. Compliance is also held for the MGF and a few Japanese sporting models. Reproduction of some popular RV8 spare parts is also undertaken. Latest parts include the correct RV8 filler neck rubber, the badges used on the RV8 wheels and on the body of the car and the urethane suspension bump stops. See their website at [www.rv8mq.com](http://www.rv8mq.com)

