Track day RV8 display at MGLive!

Nic Houslip's RV8 was on display on the V8 Register stand in the Club's Main Marquee at MGLive! 2015 in front of a large photo of the car on the circuit at an MGOT track day at Castle Combe earlier this year. The car was previously owned by the late Bill Wallis, a V8 enthusiast and former President of the Club. When Bill sold the car he was pleased it had gone to Nic as he knew the car would enjoy an active life! The initial owner was part of the electronics group Phillips and when Nic first had the car he found they had installed a number of sound system items which he has since removed, particularly those in the door panels.

The theme for the Main Marquee displays this year was MGs involved in competition and the Caledonian Centre won the competition for the best stand with a snow covered rally scene with a "works look-alike MGB Roadster" with the registration number 7 DBL parked up with a light dusting of snow on the bonnet and wings. How they managed to stop their "snow" melting was a mystery.

Nuffield Cup award

At a well-attended President's International Dinner at MGLive! an extraordinary and entertaining charity auction was a surprise event. Auctioneer Dani Ingold from Switzerland marched into the room wearing a military uniform with a row of gongs and flashing lights on his chest and ran the auction in a way that could easily have been from a John Cleese sketch. His puzzlement that repeated urging of members on the Caledonian Centre table to bid for an enormous 5kg chocolate bar of the legendary Swiss Toblerone had brought no response was clear! Whilst recovering from that session, V8 members had a surprise when the Club Chairman announced the presentation of the **Club's Nuffield Cup** to the V8 Register for providing excellent support and services for V8 enthusiasts, recruiting many new members and assisting other registers over many years. Debbie Brading and Victor Smith received the trophy known as the "Gold Cup" - a very valuable item normally held in a bank vault! The trophy was warmly welcomed by V8 members in the V8 Marquee on Sunday.

V8 awards at MGLive!

The four annual V8 Register awards were presented over the weekend with the Chris Dodds Award going to **Howard Gosling**, a founding member of the V8 Register, for his work as Club Vice Chairman and regular support for the Club's race meetings for many years, the Ian Lloyd Cup to **Darren Allsworth** for his very generous volunteer work over many years driving a lorry from Club Office to MGLive! to bring all the supplies needed by the Club and then working throughout the weekend as part of the event team, the Geoff Allen Cup went to **Robert MacGillivray** as one of the hardworking members of the Caledonian Centre team that arranged the very successful European Event of the Year at Aviemore in 2013, and the John Targett Cup went to **Mike Breedon** for his hard work running the BCV8 Championship for many years and racing V8s.

Popular events before MGLive!

In the week running up to MGLive! three visits were arranged: the first to **Nuffield Place**, north of Henley-on-Thames, revealed the surprisingly down-to-earth lives of Lord Nuffield, founder of the Morris Motor Company, and his wife. Their home and personal possessions seem just as they left them - the decor and furnishings intact from the comfortable sitting room with a small black and white TV to Lord Nuffield's humble bedroom with a secret built-in workshop in a cupboard. In an outbuilding is an iron lung he built and then generously supplied some 800 to hospitals around the UK. Over his lifetime his donations expressed in today's money were enormous. It's certainly a place MG enthusiasts will enjoy visiting. A group of hardworking enthusiasts saved the house and its contents and it is now run by the National Trust.

The second visit was to **Bletchley Park**, for so many years Britain's best-kept secret but now a unique heritage site and a popular tourist attraction following the recent release of the film, the Imitation Game. Over recent years the buildings have been maintained well and the displays in each room of the "huts" are both atmospheric and informative. Our visit included a one-hour guided tour around the park with its Victorian house, visiting many of the huts with their displays describing the work carried out there by the codebreaking team. The high point for many visitors was seeing the new reconstructed Turing Bombe machine with a live running demonstration.

On the Friday a tour of the seven storey **Hook Norton Brewery** with a guide explaining each stage of the brewing process. Although the ancient building has the feel of a museum it is very much alive and productive making some of the finest real ales. What sets the Hook Norton Brewery apart is the way the beer is made. No automated systems leap into action here - instead, someone will be there to climb the stairs in order to rouse the beer by hand, using a paddle, 365 days of the year. The tour followed the ten stage process as the brew rises and falls through the brewery building. The steam engine that had provided all the motive power in the brewery for over 100 years is still there but has now been replaced by electric power - but it is still run once a month for visitors. During lunch at the nearby pub the brewery's horse drawn delivery wagon went by with a brief pause for the refreshment of all involved – it was a warm day after all.

V8 AGM at MGLive!

The AGM was held at MGLive! on Sunday 21st June to enable as many members as possible to attend - the V8 Marquee was packed. Tony Lake was temporary chairman for the election of a new V8 Committee. Roger Aldridge was elected and volunteered to take on the role of V8 Regalia together with the re-election of Debbie Brading (Secretary), Ian Quarrington, Nic Houslip, Steve Newton, Victor Smith (Chairman) and Clive Wheatley. Tony Arnold and Bob Owen (Treasurer) both retired but as there is a vacancy for the post of Treasurer Bob has offered to stay on until the end of the year during which time we hope a fellow member of the V8 Register will volunteer to take on the role. All offers will be very welcome, please contact our V8 Secretary

V8 concours win at MGLive!

Howard Guiney from Northumberland came first in class F in the concours at MGLive! with his Factory V8 in Teal Blue. It's an early car, number 0528, built shortly after the launch of the model in August 1973 and originally dispatched from the MG Plant to Westover Garage in September 1973 but it was not registered until April 1974 – not unusual with the oil crisis in the Middle East at the time. Howard says "apparently we were 8 points behind the MGC that won car of the show!" Roger Glover won a Pride of Ownership award with second place in the V8 category with his RV8.

Tour of Churches near Watlington

A tour of six churches in the Oxfordshire countryside around Watlington on Saturday 3rd October 2015 will start with tea and coffee from 9.30am at the Coach & Horses in Chiselhampton. The first church we will visit is St Katherine's, just a short walk from the pub, which was built by a distant ancestor of the tour organiser, local farmer and RV8 member Charles Peers. There will be a lunch break at the Chequers Inn at Fingest (above) and tea at Ewelme church (below) with an organ recital provided by Tudur Jones and Ian Quarrington.

A detailed 24 page guidebook has been prepared with route maps to Chiselhampton from the A34 and M40, route maps from church to church, and descriptions of each church and of many features seen on the tour, like Watlington Hill on the Chilterns' ridge near the lofty village of Christmas Common and the ancient Ridgeway path.

Bookings for this event can be made directly with the organiser Charles Peers using an online booking form. Copies of the guidebook covering the 44 mile route are on sale on the online V8 Shop via the "more" webpage. The event is open to all members of the MG Car Club and their friends with MGV8s or other MGs. Overnight B&B accommodation is available at the Coach & Horses. Further details and a booking form are available via our "more" webpage at: www.v8register.net/more.htm .

Autumn dinner at Chiselhampton

Usually our end of season event is a curry night which this year had been planned for a popular curryhouse near Marlow, some 15 miles to the south east of the churches tour. For 2015 we have moved that dinner so it will be held in the evening on Saturday 3rd October 2015 at the end of the churches tour at the Coach & Horses. Further details and booking arrangements are available on our "more" webpage at: www.v8register.net/more.htm .

Two useful books published recently

Veloce have published a print version the 4th edition of "**How to Give your MGB V8 Power**" by Roger Williams which will be welcomed by enthusiasts as a much more convenient reference source for readers than the previous e-book version released in 2013.

Following the success of his **Barrie's Notes** for the MGB, Barrie Jones has produced a new book of his notes for the V8 model with tips and advice on maintaining a V8 in a neat A5 sized 82 page book. It's a book written in an informed but modest style with a wealth of useful information and tips which will an essential book for V8 enthusiasts. Publication has recently been launched on the V8 website and copies are available on the Online V8 Shop. See our "more" webpage at: www.v8register.net/more.htm .

Reviews of both books are featured in this issue of Safety Fast!

CHPnTRAC fitting guide note

Our guide to installing the GPS tracker is not published online for obvious reasons but is available to members. For a copy see our "more" webpage.

Repairing the gear lever dust cap on the RV8 LT77 gearbox

The gearbox dust cap on the LT77 and R380 gearboxes fitted to RV8s and many other Rover products is a little weak in its design, relying on a single screw to hold it in place. Often you will see that the small bracket on the side has broken or the spot-welds holding the bracket on to the cup have detached. Here Nic Houslip explains how he repaired his dust cap.

The LT77 on my BV8 Roadster conversion had suffered badly so I fabricated a small right angle bracket from a small steel disposable spanner that I think came with a flat pack bed. I never throw this sort of thing away, even though they are pretty much useless as tools, because they can provide a useful supply of what a Texan friend of mine calls “Makins” as in “I’ve got the makings of a bracket here”.

You’ll need to remove the cap from the gear lever assembly first. To hold the bracket in place while I silver soldered it in position I wrapped it around with stainless steel locking wire, a little tricky but it avoided drilling a hole through the cap.

For those not familiar with silver soldering, sometimes called hard soldering, brazing or bronze welding, the process is similar to regular (soft) soldering where a joining metal called solder is melted onto heated parts of the parent material. The solder forms an intermetallic bond with the atomic structure of the parent metal(s) and holds the part in place.

Soft soldering uses an eutectic alloy (as that gives the lowest melting point) of Tin, Silver and Copper with a melting point close that of the original Tin Lead solder now obsoleted by RoHS (Restriction of Use of Certain Hazardous Substances) rules. The melting point is low, typically around 200 deg C, but the bond is not mechanically strong under vibration and stress. Silver solder, or hard soldering (or brazing) uses an alloy that contains silver, copper and other metals (there are many variants) but the melting point is very much higher at 800 deg C to 1000 deg C, and so produces a much stronger joint.

Metals to be joined should be cleaned well with a wire brush, file, etc and coated with the appropriate flux, usually in the form of a white powder that is mixed with water to a creamy consistency applied to the joint before heating.

The temperature of the metal required to get a good intermetallic bond is such that a gas fired torch. If it is small item a good (Rothenberger) torch, perhaps two, might be sufficient. Otherwise an industrial propane torch with a greater heat output will be needed. Typically the metal will be heated until it glows dull red and the filler rod applied to the fluxed area and it will melt and flow. This is very satisfying and the capillary action will carry molten metal into the spaces between the parts to be joined.

Almost all motorcycle and bicycle frames used brazed joints, a similar process to silver soldering, using a bronze alloy to join the tubes to the head lugs and fork brackets because the process did not stress or cause the steel tube to lose its temper.

Soldering or brazing differs significantly from welding. When welding two pieces of metal the skill of the welder is called upon to form a molten puddle of the parent metals and add a filler rod of similar composition, so effectively the weld is a small area of cast metal at the join interface. You will hear of many techniques - Oxy-acetylene, TIG and MIG are the most popular, the latter two rely on the heat from an electric arc to melt the metal.

In soldering or brazing uses (usually) a joining metal that is different to the parent metals and does not require the parent metals to be melted, it is necessary to raise the temperature to a sufficiently high level to enable the atomic structure of the parent and joining metal to interact at the atomic bond level.

A word or two on cleanliness and flux. In all soldering it is vital that the metals to be joined are clean and free from grease, paint, oil, dog poo or anything else. The flux is applied - there are of two kinds, inactive and active, the latter being the most common - and when heated they actively reduce (remove oxidation) from the metal and allow the solder to “wet” the metal to be joined. If you are joining wires for example, the flux is usually of the rosin type, often inside the solder wire and is primarily a shield to prevent oxidation of the metal when it is heated, but does have some active properties, but these are not corrosive after soldering. Active fluxes, such as those used in silver soldering and brazing are quite aggressive and remove oxidation and shield the surfaces while the soldering is in process. The residue looks like a glassy coating and should be chipped off or mechanically removed after soldering.

Aluminium and stainless steel present great problems to the amateur for the reason that they don’t corrode because they develop a cathodic film of a protective nature that prevents further corrosion. To solder, weld or braze these materials requires an aggressive flux and in the case of aluminium often mechanical stimulation. These are best taken to an expert, particularly if you are repairing an unreplaceable part - imagine trying to weld your cylinder head and having it melt into a big pool of molten metal where it wasn’t as thick as you thought it was.

Last tip, if you remove the gearbox with the engine, the screw holding the cap is not easy to get at, just file a small indent into the transmission tunnel above it to enable you to get a small socket ¼” drive on to it, then replace it with a socket head screw (Allen head) and put a little grease on the end of the key when refitting the screw.