V8 NEWSLETTER
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WELCOME TO THE V8 NEWSLETTER

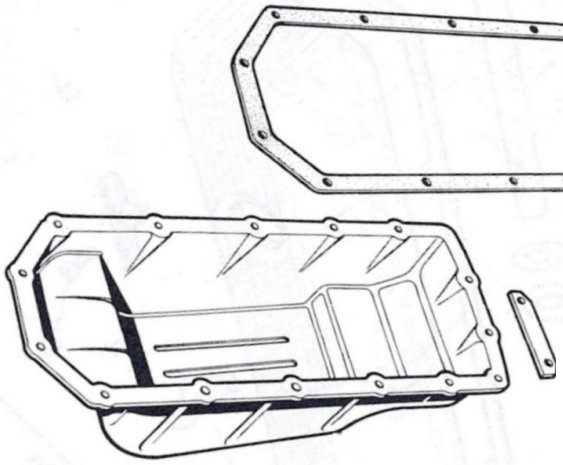
Mike Macartney's rebuild series

One of the popular items on the V8 website is the series of illustrated reports from Mike Macartney of the major rebuild he has underway on a V8 Roadster. Mike is experienced with car repair and restoration work and in his retirement restored an MGBGTV8 for longstanding V8 enthusiast Dugald MacNeil. He then purchased a V8 Roadster in need of a great deal of work. Recently he posted the fiftieth report and his subsequent reports have provided a detailed insight into the work needed to remove corroded areas of the shell and weld in new sections. Fortunately Mike has a "spit" on which the MGB Roadster shell is mounted, so access to the underside is far easier than it would be without the ability to rotate the shell through 360 degrees on a longitudinal axis.

Mike had to do some work on both jacking points and noted in his Report 53 that to remove corrosion around the jacking point "I used a die grinder to get to the difficult to reach welds. I may decide later to do away with the jacking points altogether, as they are not the strongest jacking points in the world and are another area for mud to build up in and cause rusting of the area around them. I may carry a small hydraulic jack in the boot instead". Later on working on the other jacking point he added "that jacking point did not need so much tidying up".

Dugald has been visiting Mike during the current rebuild to lend a hand with the work. Mike noted in one report that "Dugald was doing his first bit of welding since we were 16 or 17 years of age at technical college. I wanted a new bracket made for the rear of the spit so I could fit the rear glass fibre bumper. Having made the part, Dugald is seen bolting the bracket in place on the spit".

You can see all the rebuild reports using the link on the "More" webpage.



Sump reinforcing strip

Modification to reduce MGV8 sump gasket leakage

A thread on the V8 Bulletin Board in May 2016 discussed the suitability of several sump gaskets for the RV8. One contributor, Tony Lake, mentioned how a problem with the pressed steel sump is the light steel section used. He noted “the V8 sump is one of the best candidates I’ve seen for leakage, along with the valley cover”. He then mentioned he had some sketches of the stiffening pieces he had made to overcome the problem and solve the leaks.

Tony Lake mentioned in his posting on thread that “one of the problems with the pressed steel sump is the light steel section used to facilitate a relatively deep draw. Although the flange is rolled over it is not very stiff so the clamping load midway between bolt holes drops pretty much to zero, so it is not surprising that leaks occur.

He built another 3.5 engine for his Factory MGBGTV8 five years ago. A local machinist made up some **longitudinal stiffening pieces to fit inside the sump flange**, just like the stiffening piece that fits at the rear of the sump (see sketch alongside). He used 0.25"x .56" mild steel strip. That allows 0.25" longer bolts to be fitted which provides more stretch for the same torque and gives a bit more margin to deal with the different rates of expansion of steel and aluminium.

He used the fibre sump gasket; the design with a hard insert is superior because it provides controlled compression on the gasket material around the bolt holes, but “I fear that with the same weak flange leakage is still a risk. Now 20,000 miles on and the sump is still as dry as is the front oil seal but the rear seal is now leaking - woe is me”.

Tony feels “gasket designers don't usually specify sealant to make their products work. I'm not sure they look at flange stiffness in sufficient detail to ensure leakage really is a thing of the past. Fuji film is a pressure sensitive paper that visually displays load distribution on a flange between mounting bolt holes - quite clever. The result looks like a badly printed banda copy; remember them? A poor design has good solid colour at the bolt holes fading to nothing at the mid-point. Fuji film fits at the stiffest surface under the gasket, in this case the block, and quickly confirms why joints leak.

The V8 sump is one of the best candidates I've seen for leakage, along with the valley cover. If anybody is interested I've got a sketch of the stiffening pieces I had made, all the dimensions are good old simple imperial fractions”.

Peter Garton suggested “you obtain the rubber version of the sump gasket and try again. Racetech Direct in Henley can supply them. I think the part number is. RD2087A”.

Geoff King noted “the supplier and part number for the rubber type of sump gasket Peter mentions is correct. See the Race Direct website. I hope service workshops don’t use sealant on a gasket; if they do the chances are sooner or later it will leak. I mentioned when this was discussed on the V8BB last October 2015, all that is required is the smallest amount of an **anaerobic sealant**, such as Loctite 518, the mechanic can apply where the vertical front cover joins the horizontal sump and crankcase face.

Oil leaks from the sump leak are generally caused by distortion of the pressed steel sump and/or overtightening of the bolts. When a leak occurs the natural reaction is to tighten the bolts, this distorts the sump further and tends to increase the leak. The solution is to remove the sump and clean any sealant off and correct any distortion of the joint face before reassembly with a gasket or sealant – but not both.
A Range Rover 3.5/3.9 gasket will fit the RV8; it’s the same engine of course”.

Copies of the sketches are available via the **“**More**”** link on the V8 website.

MGBGTV8 has a rebuild

Peter Ellis originally purchased his MGBGTV8 in 1980 - Damask 2632 - and it was used as everyday transport for two years, then as a second car for 14 years during which Peter and Jean attended events throughout the UK and overseas together with autotests, rallies, concours and touring. Peter sold the car in 1994 when the bodywork was starting to show signs of needing some major surgery. In 2008 he repurchased the car. The bodywork still needed surgery and so he started the strip down. The bodywork and painting were completed in early 2010 and the rebuild took place over the following four years culminating in an MOT in November 2014.

The body colour is now Tahiti Blue and the rubber bumpers have been removed leaving a clean bumperless front and back. Peter has sent in a couple of photos along with a copy of his modified wiring diagram saying he has them "so I don’t have to try and remember what I did when I rebuilt it!". See the “More” page for the full report.

What are the likely effects of Brexit on the UK classic car market?

In a lead article reviewing the effects of Brexit on classic car demand and prices in the UK, the popular weekly newspaper Classic Car Weekly noted recently that "demand from international buyers will rise, values will remain strong and classic friendly legislation will be more easily achieved".

Demand from international buyers

Following the Brexit result from the UK referendum, foreign exchange rates moved against Sterling leaving UK classic cars less expensive for buyers in Euros and US Dollars. That foreign exchange movement also reduces shipping costs too. In the longer term opinions vary over the Brexit effect on the UK classic car market - in the short term Classic Car Weekly says "it's unlikely the domestic (UK) market will feel any effect from Brexit if people keep on spending". The factors having a bearing on spending on classic cars are likely to be low deposit interest rates in the UK encouraging "alternative investment activity" in the classic car market and the general state of the UK economy. The prospects for UK interest rates seem to be for low or even lower deposit rates.

UK classic car market and prices

With the prospect of still lower deposit interest rates in the UK the **alternative investment activity** in classic cars we have seen growing over the last 18 to 24 months or so is likely to continue and probably grow thereby supporting the domestic market and prices. That effect has been seen this year. It will continue to be a factor in the UK market and for prices for MGBGTV8s and RV8s. That factor has lifted prices.

Longer term - possibility of EU import duties and taxes

In the longer term Nick Whale of Silverstone Auctions is reported by Classic Car Weekly as saying he is "unsure about the longer term but agrees there will be turmoil in the coming months as leaving the EU will unsettle values. We don't know what rates of import duties or taxes various EU countries will levy on classic cars imported from the UK and the consequential willingness of EU based enthusiasts to buy".

EU classic car legislation

Geoff Lancaster (FHBC) is reported as saying "a Remain vote would have secured us a seat at the table when discussing the classic car movement across Europe but having left we will only be able to watch (the development EU classic car regulations) from the sidelines". Sir Greg Knight (chairman of the Parliamentary Historic Vehicle Group at Westminster) disagrees saying "Britain is classic car friendly and I feel this (Brexit) move will allow us to breathe easier." Whether the UK Government will put into effect the recent unwelcome EU roadworthiness directive that will apply to classic cars remains to be seen as technically the UK is still in the EU and obliged to do so until we are out! Chris Hunt Cooke feels that with Brexit there will be "less possibility of unwelcome classic car regulation" as the UK approach is far less rigid and instead focused on ensuring vehicles are safe and allowing sensible improvements or upgrades.

What is the impact on MGBGTV8 prices?

Sterling/Euro and Sterling/US$ exchange rates have moved significantly following the UK Brexit result providing potential savings for overseas buyers of MGV8s offered for sale in the UK priced in Sterling. Taking a Condition 1 MGBGTV8 offered at £20,795 (the price indicated in our updated price guide updated in May 2016) as an example, our calculations based on the foreign exchange rates applying in early June indicated a likely saving of just over two and half thousand pounds. That is a reduction of 9.6% on the "Euro price" seen in May earlier this year, which will provide an attractive discount for potential buyers in the Eurozone and overseas. You can see the worked example via the "**More**" link on the V8 website at www.v8register.net/more.htm

There is probably a **2 to 3 year "buyers' window" in the Eurozone** during the Brexit process before the EU is likely to introduce import duties and taxes on classic cars imported from the UK.

Checking a small mod on a Japan spec RV8 has been done

When a Japan spec RV8 is reimported to the UK or exported elsewhere you need to change over the vacuum advance to the UK spec as recommended in RV8 Workshop Notes 60 and 258. If you buy one of these cars it is well worth checking a simple modification has been carried out – ensure the male intake on the upper side of the plenum chamber has been drilled out as this was not done on Japan spec RV8s.

The small male intake on the upper side of the plenum chamber, outside of the butterfly valve, needs to be drilled out to the same internal diameter as the male intake. Then the ignition timing needs to be reset to UK spec which at 800 rev/min maximum is 5 degrees plus or minus 1deg. BTDC with the vacuum pipe disconnected as stated in the RV8 Repair Manual AKM7153ENG. it is just a very thin 'membrane' at the bottom of the intake. There is no need to remove anything, just find a drill that fits the diameter of the intake and drill it out in situ, very little pressure needed. With a Dremel hand tool with a 1.5mm drill it will take about five seconds to do.

Take the air induction ducting off the plenum, wedge the throttle linkage just behind the plenum so that the butterfly flap is held open and carefully place a piece of greased but otherwise clean rag on top of the open flap to catch any swarf that might drop down. Put a little grease on the drill bit; there's very little metal to go through. Make sure afterwards that there is no swarf left in the hole and no rough edge to the hole inside the plenum, as it is very close to the top edge of the butterfly flap when the throttle is closed. Carefully remove the rag and the wedge on the throttle linkage, replace the vacuum pipe and air induction ducting. Finally check this is air tight and has no splits in the ducting.

MGV8 concours wins at MGLive!

The MGBGTV8 in Teal Blue entered by **Howard Guiney** in the premier concours class at Silverstone and came first beating some well-known previous winners. Howard (seen with Club President John Day and Ant Anstead, commentator at the event), also gained a trophy for the best MGB and also came away with the top award for the Best Car of the Show at MGLive 2016; recognition that a V8 not only performs well on the road but also is seen as worthy show car.

At the European Event of the Year in France another V8 enthusiast **Roger Glover** reports his RV8, in British Racing Green, won the Modern concours section. He adds "amazingly, we received numerous prizes consisting of various polishes, drying cloths, four MG mugs, an MG rosette, dehumidifying cloths and a gallon of oil. Although we donated the oil to the BMC Abingdon Competition Truck which was there. It was a lovely event held in Le Touquet. Congratulations to all the organisers".

Roger also participated in the track day at Abbeville which was part of the European event and feels that whilst "using and exercising the car in that way totally conflicts with entering concours events as some RV8s only go to shows for concours events. He believes in using these wonderful cars, so was very pleased to win this major European concours award".

V8 Autumn Tour 2016

The next V8 Tour in the popular series will be based in The New Forest National Park and run from **Thursday 1st to Monday 5th September 2016**. The tour will be through beautiful areas of the forest and visiting various establishments, including a winery, the famous Buckler's Hard where ships of the line were built and finishing at the Museum of Army Flying for a tour followed by a buffet lunch prior to departure for home. Contact Mike Lane on 01264 350040 for information. Full details are on the "More" webpage on the V8 website.

Seasonal tip

As you start thinking of taking your V8 or RV8 out this summer, it is a good idea to lubricate parts that are not often thought about. What of the moving parts that are used every time the car is used that don't have built in lubrication? When you insert the key in the lock to get in the car, that's a metal to metal contact which will benefit from a squirt with the straw of a can of WD-40 poked into the key aperture. Incidentally this is a good way of lubricating all car locks, not only on your classic but also on more modern cars that don't get used much as we open them with an electronic key fob.

WD-40 is a water dispersant originally formulated for use by NASA in space rockets to displace water from sensitive moving items that are exposed to adverse weather conditions. It works because the constituents of WD-40 have greater molecular affinity for metal than for water and literally shove the water away. If you lubricate the locks in this way during the summer, when the winter comes you will not find yourself with a frozen lock.

Now move to the lock mechanism that you can see on the inside edge of the door, that strange, but effective device that is able to hold the door closed under unimaginable forces, yet opens at the press of a button. A good spray of WD-40 all over this and into the spaces between the parts will keep it working smoothly. Have a rag handy to wipe up any surplus and make sure you spray the mating part on the door pillar as well, again wiping any surplus away to avoid getting it on your trousers, or worse still, on your wife's summer dress! Don't forget to do the same for the boot or tailgate locks, then go to the front of the car, open the bonnet and spray the bonnet catch mechanism, the projecting bolt with a spring on the bonnet (the bit you usually hit your head on!) and the Bowden cable that operates the bonnet catch. As these are usually of a wound wire outer construction, spraying it with WD-40 will lubricate the inner cable and prevent corrosion.

WD-40 isn't harmful to the paintwork although on external areas it should be wiped away for cosmetic reasons. Under the bonnet it does no harm at all and the solvent dries out to leave a film of oily stuff over metal components. It does no harm at all to electrical connections, indeed it is a benefit in preventing corrosion and poor contacts.

Enjoy the summer motoring, noting how much more nicely the locks operate as you get in.