



WELCOME TO THE V8 NEWSLETTER



Early RV8 sold to an RV8 enthusiast

An early RV8 in Oxford Blue (VIN 0024) has been sold by Brown & Gammons to an RV8 enthusiast, Marion Quarrington, who says it "was built on 2nd April 1993, registered as K70 MGR on 14th May 1993 and sold to Rover Group Company Sales at Canley in Coventry where it was a press and dealer demonstration car. The car then passed through three female and two male owners. The previous owner obtained records from DVLA of all its former owners, so I have a very full history on the car".

Marion adds "there is some debate about the phrase "press car" and K70 MGR would appear to be one of a number of cars sold and registered by Rover Group to be used by dealers. This car was in London for nearly 12 months as a demonstrator before being sold to a lady with a Sloane Square address in London. I have the selling price

at that time, some £5,000 less than the cars were originally on sale for at £26,000. The dealer handling the sale was Park Lane Garages."

Ron Gammons says they purchased the RV8 from a father and son who had moved to Cheshire as it was in pretty good order with only 43,000 miles showing, but perhaps not as sharp

as one would like with splits in the Elm burr door caps and the leather in need of freshening. In their workshop some minor rust on the windscreen surround was dealt with and a decision was made to completely respray the car and strip and fully refurbished the wheels. It also had a full mechanical check and service including new Gaz dampers which improve the ride.

Marion had owned another RV8 (Woodcote Green 2150) for many years and with husband Ian had enjoyed it a great deal when Marion "had always tried to use it on my marshalling duties wherever they are in the country and see no reason why I should not use 0024 in the same way. I started my marshalling with the MG Car Club and now also enjoy working with HSCC and VSCC among others, and have been marshalling at the British Grand Prix and the Silverstone Classic for a number of years. There are a huge number of lady volunteers in the Club doing a variety of work including marshalling and long may that continue."





Ian Hanstead, Peter Berry and Paul Keeler enjoying the sunshine

V8 Technical Day

With glorious weather in June and meeting at a study centre on a farm overlooking the River Thame near Watlington in Oxfordshire, the event was an opportunity for members to meet up and to enjoy presentations on interesting MGV8 technical topics.

Christian Disney from Vitesse and fellow member Peter Berry set the day running describing the **replacement 5-speed Mazda gearbox kit** and how it performs in an MGV8, what is involved with an installation, who can supply and install the kit, and the costs. See Peter's summary on the event report via a link on our "More" webpage.

Tony Lake provided a thorough assessment of **waterless coolants** and their claimed benefits, then his views on waterless coolant products ending with a suggested choice of coolant for an MGV8. Then Victor Smith described **how trackers**

help secure your MGV8 and aid a successful recovery if the car is stolen. The device works by monitoring a classic car, by notifying you of any disturbance to the vehicle and providing location information to help recover the car if it is stolen. The presentation looked at available tracker options, how they are installed, what 24/7 monitoring services are available and the costs of the kit, installation and monitoring services.

Andy Goves and Victor Smith gave an **update on the 6 monthly MGV8 market review and price guide** released in May 2019 on the V8 Website which was followed by a presentation on the topical issue of the tyre age effects by Victor Smith and the possible introduction of limits on tyre age for vehicles in the UK. It was followed by an interesting piece on why tyres are black by Nic Houslip!

Many thanks to our hosts Charles and Tom Peers for the use of the



Phillip Gent, longstanding V8 enthusiast Jack Peers Centre and to Sheila Cumming, Carol Edwards and Lesley Smith for the catering during the day. Reports on each presentation are on our "More" webpage at

www.v8register.net/more.htm



Hosts Tom and Charles Peers



Chris Bound (currently undertaking a V8 conversion of his MGBGT) and Martin Selwyn (longstanding RV8 enthusiast)



Graham Brown's Glacier White MGBGT V8 alongside Peter Berry's Teal Blue car fitted with a Vitesse gearbox



RV8 clutch kit

RV8 parts news

Clive Wheatley has been beavering away sourcing replacement parts and is offering a new **complete clutch kit for the RV8**. Clive Wheatley says "we now have the RV8 clutches available with the new improved heavy duty steel carrier with bearing which replaces the plastic carrier that had given some problems." He adds the **RV8 clutch slave cylinder** is being remade by the original manufacturer. They are available as an outright sale or as an exchange unit. He is also looking into getting the **RV8 brake servo** re-manufactured also by the original company.



RV8 servo exchange or outright sale

Clive says "I am also in discussion with a supplier regarding new replacement **RV8 leather seat covers** in soft Stone Beige Connolly leather. We will be able to release details of the cost soon." He also offers **RV8 locking wheel centre caps** as a security device.

A supply of **new RV8 rear lamp units** is being obtained by Clive Wheatley who says "hopefully they

will be ready in a few months' time. They are being built to the original specification". Clive adds "as soon as we have more news it will be available for members in the V8 Column in Safety Fast! and on the V8 Website".

New noise camera trial

The UK Department for Transport has commissioned a prototype noise camera to be tested at several

locations over the next 7 months as part of a new noise camera trial to crack down on illegal vehicles. Reports note "the DfT has said that it will not subject historic vehicles to the same noise criteria as modern cars when it begins seven months of trials with so-called "noise cameras". The new "cameras" are aimed at reducing anti-social noise pollution and the new equipment could fine motorists driving illegally loud cars."

A DfT statement said they "recognise that older vehicles introduced before the introduction of noise limits will need to be taken into account." We understand the FBHVC has asked the DfT for more information and greater clarity of the pilot scheme. Fortunately a characteristic of Factory spec MGV8s is their understated power and exhaust noise, so hopefully they would not be caught by any "noise cameras" but other classics, even in Factory spec, are noisier under acceleration so you can understand their concerns.



All three lenses and the back of the rear lamp are in one unit although the parts are individually made and assembled as a single unit



Work in progress on the rare V8 Roadster built by Beer of Houghton

MG 3621

Peter Ellis, V8 enthusiast and former Safety Fast! editor, feels fortunate to have been able to purchase a rare V8 Roadster built by Beer of Houghton for Barry Boyd. It is in need of some work to recommission it as it had been off the road for over 30 years. Here he relates the story.

Barry Boyd asked Beer of Houghton to produce an MGB V8 for him and I took him down to Houghton to collect the car in early 1982. It had been built on one of the original Factory O-series MGB Roadster shells, finished in Ermin White, and was originally registered RUD 224T (now 3621 MG) and numbered L9. I believe Don Haytor's O-series V8 Roadster was L8 but there does not seem to be much information available so I'm still searching. MG 3621 appeared on the cover of the February/March 1987 issue of the original MG Enthusiast magazine and in an article in an earlier edition under the heading "Development MGB finds new heart".

Barry did about 18,000 miles in the car visiting MG Car Club events at Hausach and Luxembourg in 1982 where his V8 gave an E-Type a fright in the sprint. Early in 1985 Barry became ill and stopped using the car, the last tax disc expiring in April 1985. The car was stolen and recovered on we believe two

occasions which unfortunately left the steering lock/ignition switch, nearside quarter light and boot lock damaged. Barry sadly passed away in late 2018 and we were surprised to find that the car was still in Barry's possession and had been stored since 1985.

We were fortunate to be able to purchase it and had it delivered in December 2018. We could see it would obviously need some work to recommission it as it had been off the road for over 30 years. We hoped that the bodywork would not need too much work although there are a few small spots of rust and some orange peel which I am hoping to polish out as the car was originally painted in two-pack epoxy. The bodywork and wheels have cleaned up reasonably well but there are a couple of small areas that require refinishing and there will be quite a lot of cosmetic replacement as well as replacing the theft-damaged parts. I am at present rebuilding the carburettors and inlet manifold and replacing all the hoses and hope to try and start it soon. The braking system is going to be replaced and it will need new tyres.

Additional photos available via our "More" webpage show the car on the cover of MG Enthusiast, 'as found' and cleaned up. Peter says "the story will be continued at some

stage in the future as at my age everything always takes at least twice as long as anticipated!"

V8 Lincolnshire Tour

The next V8 Tour will be from Thursday 12th to Monday 16th September 2019 in Lincolnshire and is planned to give a taste of some of the attractions in this often underrated county. The tour will have contrasting scenery from the open flat fenlands to the largely unknown Wolds, with visits to Lincoln Castle and Cathedral, Heckington Mill Windmill, the 8 Sail Brewery, the Lincolnshire Aviation Heritage Centre and the Kinema in the Woods at Woodhall Spa.

The tour organisers, Richard and Victoria Withington, say "we now have several sponsors and a television personality guest speaker for our Saturday dinner. We have extended the route for Sunday 15th September through the Wolds and to include the purpose-built North Sea Observatory, a chance to view the dunes with the birds and all the animals that call them home, and a natural history exhibition."

A few spaces are available, V8 ownership is not essential, all friends welcome. Contact the organisers on 01949 844066 or go to the event information webpage via the "More" webpage where booking details are available at www.v8register.net/more.htm

V8 Kent Tour 2020

Ian Quarrington has volunteered to arrange the next V8 Tour in 2020 which will be based in Kent. In September at the V8 Lincolnshire Tour he will announce the dates, hotel location, booking details and tour itinerary. In order that other V8 members will not miss out, full details will be posted on the V8 website simultaneously.

V8 Tour enthusiasts can be assured of a first class hotel with an award winning restaurant, and visits will include several National Trust locations as well as historic Rochester and Chatham. There will be a choice of daily events to please both the ladies and gentlemen on tour.