NEWSLETTER
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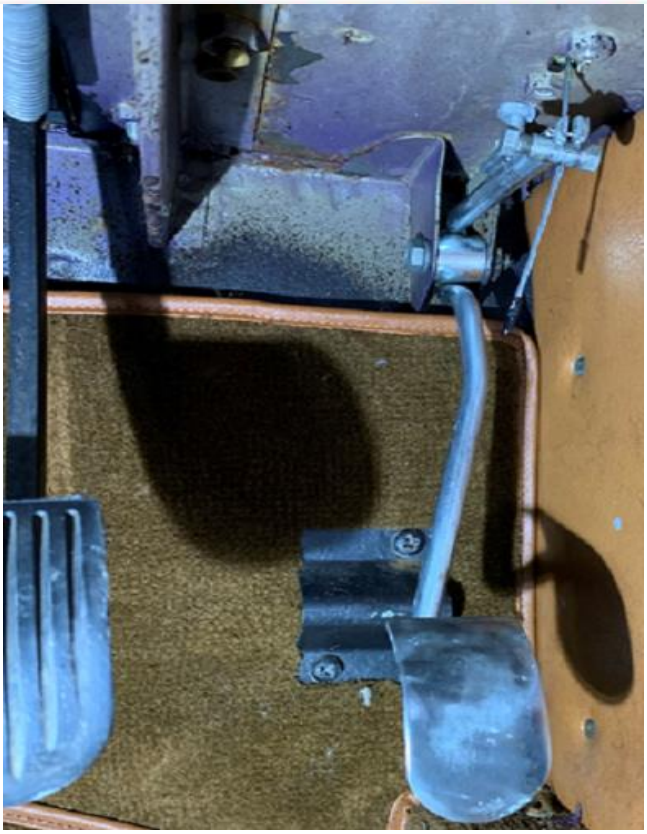
WELCOME TO THE V8 NEWSLETTER



Accelerator pedal lubrication

The routine maintenance summary states 'Lubricate accelerator control linkage and pedal pivot – check operation' every 6,000 miles. For the last seven years Peter Spurrs had dripped some oil onto the pivot in the hope that it would run through to the bearing surfaces. At the latest service, he decided to give the pivot a full inspection and lubricate it properly.

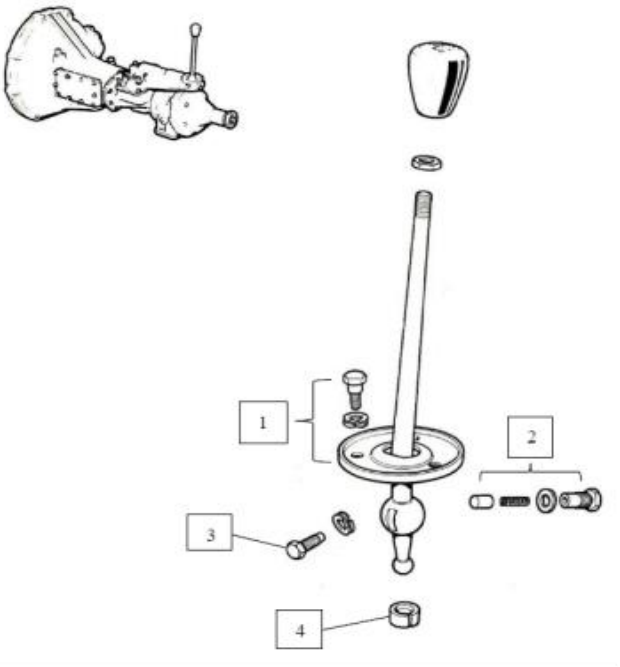
Removal is straightforward:

1. Extract the split pin securing the throttle cable.
2. Remove the bolt holding the pivot. The nut is fixed to the bracket obviating the need to hold it in place.

Once removed, the bearing surfaces can be examined. As can be seen from the next photograph, the system comprises pedal, bolt and roller. The components are over-specified when compared with the load they need to carry. As a result, there was no noticeable wear. Having said that, the car has covered only 39,000 miles so there may be some wear on vehicles with a higher mileage. When cleaned, I applied some light grease to the rotating parts, ensured they rotated smoothly and refitted them to the car.

To secure the cable, locate it in the correct position and insert a new split pin. The pin is 1.6mm (1/16 inch). As a finishing touch, I crimped a bike brake cable end ferrule to the end of the cable. They are widely available on the internet and at good bike shops.

If the cable components have been moved, there may be a need to adjust them when refitted.



MGBGTV8 – Gearbox Remote Control Housing repair of a stripped thread

When V8 owner Jim Livingstone (Glacier White 1810) investigated the source of the "tizz" from his gear lever he found that one of the tappings in the remote housing was stripped. In the course of the repair he noted features of the design which he thought might interest other MGB owners.

Introduction

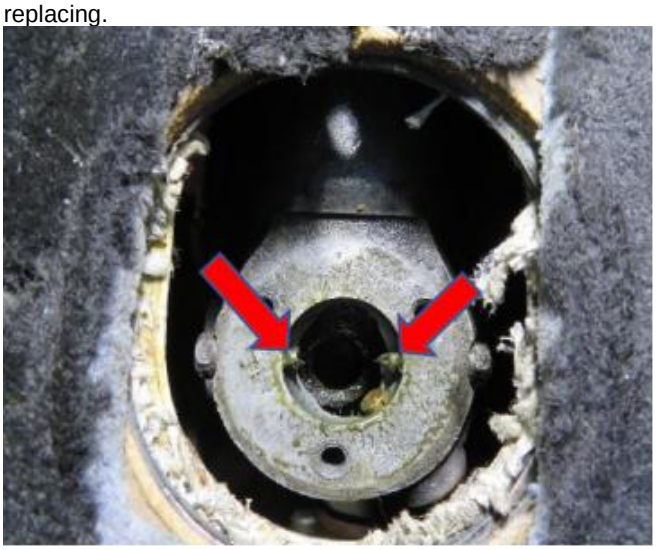
The features of note are numbered in the illustration above described below:

1. a sprung cover plate to ensure a consistent level of clamping of the gear lever.
2. a spring loaded plunger to attenuate vibration in the lever.
3. two locating pins which prevent the lever from rotating about its vertical axis, and
4. a plastic bush which is inserted in the remote control shaft – mentioned here as it is easily displaced.

Some of these features will be common to other applications of this gearbox but with a long history of production there will inevitably be modifications. For example, later models of MGB incorporated a gear lever with a rubber isolator in its shaft, a possible indication that the spring loaded plunger was not entirely effective.

The **first feature** is achieved by securing the gear lever ball by a cover plate fixed to the housing by three shouldered bolts. A consistent clamp load is achieved by assembling with double coil spring washers (commonly known as thackeray washers – see Appendix 2). As the shoulder diameters are smaller than the holes in the cover plate the clamping load on the latter is determined by the stiffness of the spring washers and their level of compression (see Appendix 1). It was the tapping for one of these bolts which had stripped and required repair.

The **second feature** is not directly associated with the repair but was revealed when the gear lever was removed. It takes the form of a hollow brass plunger which with its attendant spring is fitted in a threaded housing at the five o'clock position relative to the lever aperture. The blind end of the plunger bears on the lever ball and helps attenuate vibration. Apparently, this is frequently missing as it has the habit of springing out when the lever is removed and is worth replacing.



The **third feature** comprises two pins (highlighted above) screwed into the housing at the three and nine o'clock positions. Their function is to control the movement of the gear lever which they do by engaging their dog points in opposing slots in the lever ball.

Tools, Parts and Materials

- Drill 17/64"
- Helicoil tap ¼"x 28
- Helicoil insert ¼"x 28 and insertion tool
- Molybdenum disulphide or graphited grease
- Thread lock

If the anti-vibration plunger and spring are missing you will need:

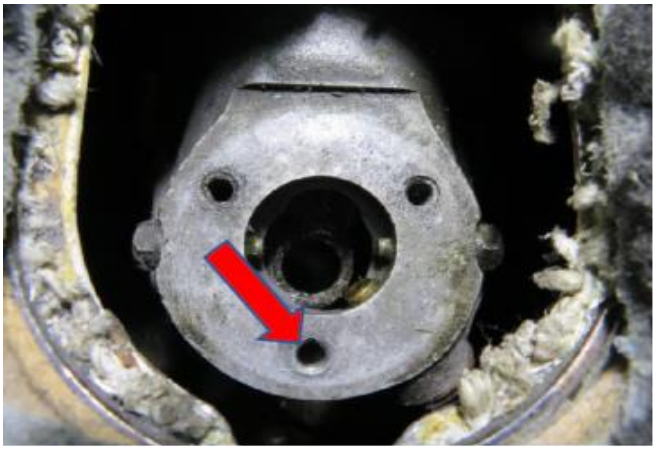
• Plunger 22A 84
• Spring AEG 3123

Procedure

Access for accurate drilling and tapping is the main issue in the repair. The position of the damaged tapping relative to the aperture in the transmission tunnel will determine if any relieving of the aperture is required to gain access. In the case in question a minor relief in the rear edge was enough to permit access by a drill chuck. Perpendicularity was maintained by using a simple drill block.

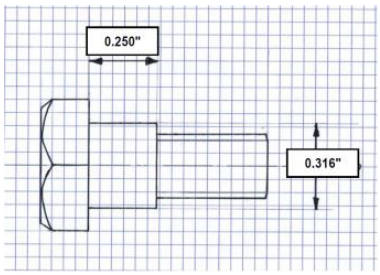
1. Remove the gear lever knob and locknut.
2. Remove the four screws securing the gaiter retainer followed by the retainer itself and the gaiter. Note the orientation of all parts for reassembly and that the front screw is shorter than the other three.
3. Remove the single screw in the storage compartment under the armrest and remove the tunnel console.
4. Remove the three shouldered bolts securing the gear lever cover plate taking care to avoid losing the bolts or spring washers. A magnet is useful for this.
5. Remove the gear lever from its socket taking care to avoid disturbing the anti-vibration plunger and spring.
6. Clean off any grease and debris and examine the tappings for damage. Unusually for a tapping in aluminium the threads are fine pitch and prone to stripping. A wire thread insert will provide a stronger fixing.
7. Plug the ball socket in the housing with rag and drill out the damaged thread taking care to maintain perpendicularity with the machined face.
8. Tap the drilled hole with the helicoil tap.

9. Fit the insert until its top surface is a half turn underflush.



10. Clean up any swarf and degrease the tappings.
11. Grease the ball on the gear lever and refit in its socket. Before inserting check that the plastic bush (item 4) in the remote control shaft has not been displaced. Also ensure that the anti-vibration plunger and spring (item 2) are present in their housing.
12. Grease the cover plate and refit in its original orientation.
13. Apply a dab of thread lock to the end thread of each bolt and secure the plate. The use of thread lock and a low assembly torque is recommended to avoid overloading the fine threads in the casting. Ensure that the thackerey washers are in position and that the bolt shoulders are contacting the casting face. To confirm this, the distance between bolt heads and plate should be no more than 3/8" (9.5mm) and movement should be detected when lifting the plate with pliers.
14. Confirm the smooth operation of the lever and the engagement of all gears.
15. Refit the gaiter in the reverse order of removal – refer to Appendix 3.

Appendices



Cover Plate, bolts and spring washers

The bolt holes in the cover plate are 0.338" diameter indicating that a radial clearance of 0.011" was the design intent. The thickness of the plate is 0.085" which with a compressed spring dimension of 0.080" suggests movement of 0.085" was allowed for. The free length of my fifty year old springs varied from 0.225" to 0.275" so compression in the order of 0.060" to 0.110" is still available.

Thackeray Washer

Thackeray washers are relatively rare nowadays and even in their heyday their use was reserved for rather esoteric applications such as mounting MGA Twin Cam carburettors. Essentially, they consist of just under two turns of flat spring steel with an offset at their mid-point to permit the coils to nest flat when fully compressed. Their application is usually to permit flexibility in a joint.

Note on Reassembly

The late Geoff Allen, who spent 27 years in the Rectifications Department at the Abingdon Factory, provided the following helpful advice on reassembly of the gear lever gaiter. *"There*

is always a tendency for the gear lever to be slightly to the rear of centre of the hole in the transmission tunnel so make sure the seam in the leathercloth gaiter is to the front of the lever - that is towards the fascia. Also when fitting the gaiter make sure that both the ribbed rubber and leathercloth gaiters are fitted under the console directly onto the carpet, not on top of the console under the chrome ring. We found this usually cured the problem on cars at the Factory and I have cured quite a number that way since. The lower the gaiter is down the lever the less chance there is of the lever fouling it."

Restoration of a rubber bumper MGBGTV8

Oliver Law was in touch recently mentioning he had sold his immaculate condition MGBGT (NHO 36T) to replace it with a Factory MGBGTV8 (JOJ 627N) and was hoping to track the original build records for the V8. Using a copy of the Factory production records the V8 Registrar sent him a scan of the entry for the car which went through paint finishing on 7th March 1975 and was despatched on 14th March to Moir & Baxter in Edinburgh.

The car was subject to a restoration some years ago, where the colour was changed to Flamenco Red from the original Harvest Gold. The previous owner had owned it for nearly 34 years. Recently it has been subject to a further £9,000 restoration, including new leather sports recliners, carpets, a gearbox and clutch rebuild, as well as some bodywork. The original Dunlop composites are in very good order and it drives superbly.

Oliver did contemplate a chrome bumper conversion, but decided to keep it original. Rubber bumper MGBGTV8s are becoming more popular amongst MGV8 enthusiasts and sought after.

Certainly the black bumpers look very good against the bold Flamenco Red body colour of this V8.

Three day event at Malvern

The Triumph & MG Weekend event at the Three Counties Showground at Malvern (13th to 15th August) is an opportunity to meet up with fellow enthusiasts after a lengthy period with lockdown constraints. The V8 Register will have a stand in the exhibition area (Severn Hall) where there will be a display of Anniversary Cars. We also have the V8 AGM there at noon on Saturday 14th August 2021. For full details of the event and where to find the V8 Stand and V8 AGM see our "More" webpage at: https://www.v8register.net/more.htm

Brief update on V8 Kent Tour 2021

Tour organiser Ian Quarrington says the members who have booked a place on the tour will be arriving at Tenterden during the Monday where he will be hosting a drinks reception. Such was the demand for this tour that a number of the members will be staying at another hotel nearby. The visits include the Royal Navy Dockyards in Chatham where rope is still made in the traditional manner and a visit to Canterbury for a private tour of the Cathedral with expert guides. Ian has other visits planned for the third day which he is finalising now but there will certainly be a full three days of events to enjoy plus dinners at the hotel. The tour is fully booked.

Power steering upgrade for RV8s

Fitting power steering to a classic MG is a topic often raised by members, particularly in relation to the RV8 which many people find heavy to steer. The familiarity with the convenience of power steering on daily use cars and improved tyre technology and grip tend to leave many RV8 drivers concerned with the effort needed when steering at low speeds. Hydraulic power assisted steering systems have been available for a while but electronic power assisted steering is popular as retrofits using either the MGF or EZ EPAS systems. See our "More" webpage for information at: https://www.v8register.net/more.htm