

**V8****VICTOR SMITH**

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Winter lay up

Laying up a classic car over the worst months of winter and early spring is something many MG enthusiasts do each year to avoid the damaging corrosive effects of salt road spray, although a run a dry cold day can be a real pleasure. Recently a new RV8 owner was in touch seeking advice and the key points in the reply included putting the battery on a conditioner (these clever devices keep the battery fully charged but not overcharged), top up the tyres by 10psi and use a set of "tyre trainers" to avoid flat spots developing, release the handbrake, check and top up the antifreeze (but do not mix the newer OAT with the earlier type used for classic cars), ensure the brake pads are free from the discs and top up the fuel tank so it reasonably full. During the lay

up run up the engine to full operating temperature periodically and if the roads are dry, include a ten mile drive. Some advice says this should be every two weeks but monthly is essential for RV8s with an aircon installation to avoid the seals drying out and consequent gas leakage. One tip for RV8 owners with aircon from Peter Garton is to switch off the aircon system a short while but keep the blower going, just before reaching home for the lay up which will enable any condensation to dissipate.

Whether you should change the engine oil before or after a lay up is a topic frequently discussed but either way the overriding concern with the low pressure high volume lubrication system on Rover V8 engines is frequent oil changes with a good quality engine oil – every 3,000 miles and annually is essential.

Looking forwards to spring and the car returning to regular use a good basic service is then essential including the therapeutic exercise of greasing up the front suspension and topping up all fluids including the oil in the SU carburettor dampers on the earlier MGBGT V8. For all cars the tyre pressures will need to be checked and reset if they have been raised for the lay up. Firing up a V8 after a lay up period you will hear the hydraulic tappets rattle for a few seconds

before the oil pumps round and they become adjusted by oil pressure.

Fuel deterioration over a lay up period is something to consider and although advice on handling this varies filling the fuel tank to minimise the volume of air in contact with the fuel is helpful. I feel it also minimises the area of metal surface on the inside of the fuel tank upon which condensation can form with changes of ambient temperature and humidity, particularly if the seal on the fuel filler cap is less than ideal.

There is plenty of advice on lay ups on the V8 website including a copy of Colin Grant's comprehensive article published in Safety Fast! in 2012. Links are on our webpage at: www.v8register.net/more.htm

V8 Curry 2014

This year there are two V8 Curry nights because the annual MG show has been combined as a joint MG-Triumph Show at Stoneleigh and moved to a slightly later date on Sunday 2nd March. So the curry the evening before will be on Saturday 1st March near Solihull. The traditional mid-February V8 Curry will be held on Saturday 15th February near Marlow, close to the M40 in Buckinghamshire. All Club members are welcome, full details and booking arrangements are online.