



REGISTERS

V8

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RV8 members in Cornwall

Peter Cutting, an RV8 member in Lostwithiel, has been in touch recently as he is keen to meet up with fellow MG V8 members in Cornwall. His contacts are available via our "More" webpage on the V8 Website.
www.v8register.net/more.htm

V8 Curry at Knowle

Our annual V8 Curry is on Saturday 8th February 2020 at the Lloyds Restaurant in Knowle, just west of Stoneleigh where the popular annual MG-Triumph spares show will be held the following day. Full information and booking details are on our "More" page.

Visit to the Workhouse at Southwell

Ken Clayton has arranged a group visit to The Workhouse in Southwell in Nottinghamshire on Sunday 5th July 2020. Full information and booking details are on our "More" page.

Coating suspension parts

On completely dismantling the front suspension and removing the sub-frame from his MGBGT V8 Conversion Chris Bound, he found it seemed solid but had a lot of surface rust on it, so he thought he might have it **grit blasted and coated**. But before taking that step he wondered about the options including etch priming and chassis paint, galvanising, powder coating or hot zinc spray.

When removing any rust and cleaning the surfaces by **grit blasting**, Ron Gammons cautioned that whilst most suspension parts are quite substantial, its worthwhile making sure that the blaster does not use too much air pressure. It's easy to distort steel, so an acid dip is probably the better course. He has seen problems with **powder coating** depending upon the thickness and who has applied it. If a chip occurs or it's stressed and cracked (even from just tightening up parts) the exterior of

the coating can look good but may allow water and damp down behind the coating with the usual results which will not be visible before damage occurs.

Peter Berry noted his TVR chassis was grit blasted, repaired and tidied up prior to **zinc flame coating**. Four years later there is no rust. Ron Gammons noted if you zinc spray a component it makes it very difficult to repair the part by welding in the future. The zinc is difficult to remove before being able to weld or even heat the part to straighten it.

John Brown feels **shot blasting and then painting with a polyurethane two pack paint** system is a better option. Referring to Norsok painting standards he says "if it's good enough for the North Sea oil rigs, it should be good enough for an MG V8". Ron Gammons prefers a coat of black enamel or similar paint with a thin base of undercoat and prior acid etching".

Simon Gardiner had a front cross-member **hot-dip galvanised** a few years ago and has had no problems with distortion. Chris Bound later reported he had gone to his local blasting and powder coating specialist

See our "More" webpage for a full copy of this article.