



Restoring a Costello V8 after a 20 year lay up

Our "V8 Rebuild" series is a popular feature on the V8 website and Trevor Crane has contributed a report of his restoration of a Costello V8 conversion. The car was originally a standard 1966 MGBGT which was converted to a Costello V8 using parts purchased from Costello in 1976/77. The 4 synchro gearbox and engine were purchased separately. Mike the Pipe

provided the exhaust and manifold.

Other modifications included an axle ratio change, an MGC propshaft and radiator, a brake servo, strengthening the wire wheels and upgrading the electrics with an alternator. A fibre glass bonnet was also obtained from Costello as the early cars had a power bulge for both engine and carburettors.

The carburettors were originally side mounted giving pimple bulges on either side of the bonnet. Later on Trevor managed to obtain an inlet manifold from a MGBGT V8 and then the carburettors were sited at the rear of the engine bay.

The car was resprayed prior to laying up and during that time the engine was turned over frequently but eventually the clutch seized. Despite numerous efforts and using different methods, it refused to be freed. So the main task was to have the engine out

and replace the clutch.

Other items that needed replacing were the fuel lines, fuel pump and the fuel tank. The carburettors needed refurbishing. The original exhaust and manifolds were also no longer fit for purpose, so they were replaced with stainless steel parts. Some of the interior was also replaced, for example leather seats and floor mats.

Once the car was driveable Trevor put it in the expert hands of Steve Illing of MG Car Restorations at Abingdon to go through the MOT. The car failed initially on the front number plate on the bonnet (see photo) which has now been changed.

The car still needs some work, particularly on the chrome and paintwork but it is road worthy and registered as historic so I am looking forward to some motoring in the fine weather.

V8 Technical Day 2016

Following the successful V8 Technical Days in 2014 and 2015, Roger Aldridge is planning another at Club Office for Saturday 21st May 2016 which will include a visit to Frontline. For full details and booking, see:

www.v8register.net/more.htm