



Rechipping an RV8

It's a topic often raised by RV8 enthusiasts and in a recent V8 Bulletin Board thread Peter Garton (an RV8 enthusiast in Germany) sought clarification of the difference between the Optimax and Tornado chips supplied by the rechipping specialist Mark Adams. On contacting Mark he explained the Optimax chip is very similar to a Tornado, it is a slightly cut-down version that is designed to get the most out of a completely standard 3.9 RV8 installation. The Tornado is intended more for lightly modified engines or simply for drivers who like to work the engine a bit harder, especially at higher revs. Whilst the Optimax is only mapped to the standard 5500 rpm, the Tornado map extends to 6500 rpm or more where appropriate.

More detailed information in three additional useful notes and guides on his chip upgrades for the V8 engine are available on the V8 website at www.v8register.net/subpages/RV8NOTE360.htm

Replacing clutch and brake return springs

Peter Garton recently spotted something hanging down in the footwell of his RV8 and found it was the clutch pedal return spring. The pedal end had broken off. He managed to make a temporary repair with a piece of galvanised wire. He then found the return springs for the brake and clutch pedals are identical – Part No. ZKC6704. Peter says, "The moral of this is that I didn't even notice the spring had broken and cannot imagine how long I'd been driving without it." Victor

Smith responded, recalling, "Some years ago I was sitting in my MGBGT V8, having just fired it up and about ready to select first gear to move off, when on pressing the clutch pedal down something shot into the waistband of my trousers and dropped down! I stopped the engine and got out and searched around and found the clutch pedal return spring on the mat with one of the hooked ends missing. The lower hooked end had broken off allowing the spring to be shot like a rocket upwards! Having a spring flying around at high speed in the legwell is not a welcome prospect. At the time I thought of wrapping the return springs in a tailored cloth gaiter or doing preventative replacement say every 10 years. But, as with many bright ideas like that, I simply opted for replacing the spring and in the subsequent 10 or 15 years I have never had another spring fail."

Whilst the clutch works without the return spring, the benefit of the clutch pedal return spring is just that – it does ensure the clutch pedal is returned to the end of its travel. If you are driving in conditions where a great deal of clutch action is needed, for example in town or in slow moving traffic, the firm pedal return provided by the action of the spring does resist the effect of a left foot hovering over or on the clutch pedal and depressing the pedal a little when not intended.

Peter Garton later reported, "I've now ordered up two new springs online from Brown & Gammons since I needed two wiper blades anyway. The springs have a sort of rubber gaiter around their middle on the RV8 and the hooks are somehow shaped so

that the spring cannot shoot, like a missile, around the interior if a bit breaks off!"

Historic vehicles MOT exemption proposals

The Department for Transport (DfT) announced the results of the Historic Vehicles MOT Exemption Review it has been conducting saying it "is in favour of exemption for pre-1960 vehicles. The DfT has proposed this exemption will take effect from November 18 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations".

The initial response from the Federation of British Historic Vehicle Clubs (FBHVC) in its press release was a guarded welcome to a result that matches the wishes of the majority of respondents to the Federation's MOT survey earlier this year. The FBHVC hopes to get more detailed information of these DfT proposals in order to make a full assessment.

Whilst many classic and historic car owners may feel the exemption is a welcome development there could be some unintended consequences. Not all historic vehicles are owned and driven by people who maintain them well - some may run an older car as a low cost vehicle and the MOT test exemption might well remove a thorough annual safety check and in a few cases see unsafe vehicles on public roads. Even responsible historic car owners may not uncover safety faults with their DIY maintenance without their continuing to submit their car for a voluntary annual independent MOT test.