

**V8****VICTOR SMITH**

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MGLive! 2016

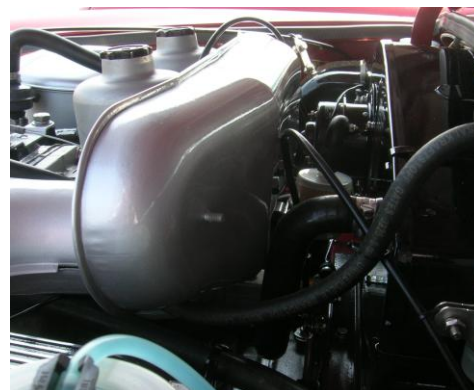
Carl Coxall provided his RV8 for the display on the V8 Register stand in the Main Marquee at MGLive! 2016 which attracted many visitors over the weekend. A popular topic with many V8 enthusiasts was how V8 prices are on the move shown by our price guide update in May. With Carl above are Ken Clayton (elected V8 Tours Coordinator at the V8 AGM) and Nic Houslip. The refreshments at the V8 Marquee included a selection of homemade cakes which were popular with V8 enthusiasts together with the seating providing an opportunity to rest up and chat with fellow members.

V8 Technical Day

Feedback from the V8 Technical Day in May was for a technical Q&A session in 2017 and already Roger Aldridge and Nic Houslip are working on the new format. Members will be encouraged to submit questions in advance so presenters can prepare material and slides but some questions will be welcome on the day. A full report on the V8 Technical Day held this year is available via the "More" webpage

Replacing the HIF6 floats

If on starting up an MGBGT V8 you find petrol running from the overflow hose which is routed to discharge below the car, it may be traced to a float in one of the HIF6 carburettors that has leaked so it is partially full of fuel. V8NOTE507 released in May describes replacing the floats with a new pair from Burlen who took over the SU business. They provide replacement parts for SU fuel systems and also carburettor rebuild services. The HIF6 float repair kit **GSU206** comes with replacement gaskets and seal (rubber ring) at the bottom of the carburettor - seal float **GSU552**. See V8NOTE507 via the "More" webpage.



Check the thread on the airbox has a nut and serrated washer

Just occasionally you see a Factory MGBGT V8 with the thread of a bolt sticking out of the back of the nearside of the carburettor air box is exposed. It's essential that a serrated washer and nut are put on that thread because in at least one case we know that bolt shook loose and fell through into the inlet manifold – not a pleasant result. So if your thread has not been fixed do go and fix it as soon as you can. See the "More" webpage link for information at: www.v8register.net/more.htm