



V8

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Stahlbus Oil Drain Valve Update

In the April Newsletter I wrote about the German manufactured Stahlbus oil drain valve, which caused a lot of interest amongst members. However, since fitting one of these devices to my own car Brexit occurred! Since then, Stahlbus are no longer able to export to the UK, due to the red tape involved now.

Fellow V8 Register member, Mike Howlett got in touch with Demon Tweeks, a Stahlbus UK distributor and reported a successful purchase of the necessary item, although Mike states that the correct item doesn't appear on their website. Dave Kimberley at Demon Tweeks was very helpful and so other V8 Register members are advised to contact Dave directly and quote Mike Howlett's name, stating that they want the same item as recorded on his invoice, number 9903812. Part number is quoted as OFLSB-210711-S-NA on Mike's invoice for this very useful device. Photo courtesy Gavin Bailey.



MGV8-50 at Gaydon

A quick reminder that the British Motor Museum at Gaydon will host our main event of the year, the 50th Anniversary of the launch of the MGBGT V8 in 1973 on Sunday 20th August from 11am to 4pm. Supporting events, namely the MGV8 display in the Abingdon Market Place and the lunch at the Dog House pub, both on 19th August are now fully booked, so please do NOT visit either of these venues with the hope of 'getting in', as you will be unable to gain access to either.

Wrong Fuse Blowing

Mark Ratcliff owns a '75 factory V8 and recently experienced a recurring problem, when the wipers on his car continually blew the fuse. The problem was that the fuse in question (the third one down on the standard fuse box) doesn't protect the wiper circuit – so how could this be? Careful examination of the wiring diagram when compared to Mark's showed no obvious errors. Advice was sought via the V8BB and Mike Howlett responded that Mark's reading of the wiring diagram and the situation on the car seemed correct and suggested that the wiring on the car had been altered in some way for an unknown reason. Mike further suggested that Mark's only course of action was to trace all circuits using a multimeter.

After a couple of days, Mark found the source of the problem; the in-line fuse on the accessory circuit had failed. On closer inspection, Mark found that a new wire had been 'Scotchlocked' to the original GK (green with pink tracer) wire. On removal of this 'additional' wiring and the installation of a new fuse normal service was resumed and everything worked as it should. Beware the wiring bodgers, the use of incorrect wiring colours and the use of Scotchlock connectors – the work of the devil!

Please note

The V8 Scribe has changed to Peter Berry. Please check that the details at the head of each V8 Column or V8 Newsletter of the copy you set for this issue are:

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