

**V8****VICTOR SMITH**

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Annual Club meeting at Silverstone

This year the annual event will feature the MG90 anniversary with a stunning display of MGs as a timeline from the earliest to the current models. Each day the display will include a Factory V8, RV8, ZT260V8 and an SV-R. The V8 events linked to MG90 are:

Pear Tree Inn at Hook Norton close to the Brewery on Friday 20th June is a traditional meeting place for a light lunch with fellow enthusiasts. All members are welcome. Do let Debbie Brading know if you are coming to the lunch so she can let the landlady who runs the Pear Tree know

numbers for catering.

Informal V8 Dinner is planned for Friday evening 20th June at the Three Conies pub at Thorpe Mandeville, north west of Silverstone and not far from Brackley.

Booking details are available online via the "more" webpage or by telephone above.

V8 Marquee will be at MG90 over the weekend with free tea and coffee and slices of some delicious cakes. If the weather is dry then we should have a dedicated car parking area adjacent to the V8 Marquee. For the location of the V8 Marquee and the dedicated V8 Parking area see the "more" webpage.

V8 Display in the Club's Main Marquee will be an interesting feature for V8 enthusiasts recalling the launch of the MGBGT V8 model in 1973.

Club Dinner on Saturday evening 21st June will be popular with some V8 members so if you would like to join a V8 table then do contact the V8 Secretary, Debbie Brading.

V8 AGM is held on Sunday 22nd June just after 1200 noon at the V8 Marquee. Please do attend if you can.

For more information on V8 events at MG90 see our "more" webpage at:

www.v8register.net/more.htm

Brake servo failure caution

Fortunately brake failures from servo problems are rare but, unlike difficulties with slave cylinders where early warning signs can usually be detected, early warning signs of potential servo failure are few.

There have been 14 reports of a near instant loss of braking from V8 members who have had that spine chilling experience with their MGBGT V8. The latest was from Barrie Jones who reported it had happened to a local V8 in Cornwall. When the servo fails and swallows the brake fluid it leaves you with a foot flat on the floor and no brakes. It's a truly alarming experience as those 14 members will tell you.

If your servo has not been changed or at least checked since the car left the production line at the Abingdon plant, then we would urge you to have a 40 year old brake servo examined off the car and where necessary have it professionally refurbished. An alternative is to invest in a new servo because the reliability of your V8 brakes is not something to scrimp on – that cost is modest in terms of your peace of mind and safety! For more information on this brake servo caution, see our "more" webpage at:

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